



New Hampshire
Department of Transportation



Annual Report

Fiscal Year 2014

Letter from the Commissioners

The New Hampshire Department of Transportation's Annual Report for Fiscal Year 2014 is more than an accounting of the highlights of the 12 months that concluded on June 30, 2014. It's also a "Citizen's Guide to the Transportation System" that details how revenue is raised, and how and where it is expended for both improving and maintaining the Granite State's vital transportation network and supporting the State's economic growth and vitality. The report distinguishes between the Department's costs to operate the system, and construction and municipal aid.

Despite ongoing transportation funding uncertainties at both the State and Federal levels, the NHDOT has made great efforts to ensure that transportation dollars are spent wisely. Effective use of resources has included the ongoing development of asset management, shrewd investment and debt service strategies, and transparency in all activities.

Major transportation improvement milestones in FY14 included advancing the rebuilding and widening of Interstate 93 between Salem and Manchester, the opening of the new Memorial Bridge connecting New Hampshire and Maine via US Route 1 over the Piscataqua River, and significant progress on Spaulding Turnpike improvements in Newington-Dover.

The NHDOT's dedicated winter maintenance workforce kept New Hampshire moving through difficult conditions. Workforce succession and replacing an aging fleet of equipment and vehicles remain ongoing challenges for the Department.

This Annual Report not only chronicles the New Hampshire Department of Transportation's successes and contributions during Fiscal Year 2014, it also looks ahead to future anticipated investments in transportation for the State of New Hampshire. The goal, as always, is transportation excellence - to ensure safe mobility and travel options for the state's residents and visitors.

Sincerely,



William Cass
Assistant Commissioner



Patrick McKenna
Deputy Commissioner

At a Glance

Highway Priorities (Tiers) - Not all roads are equal

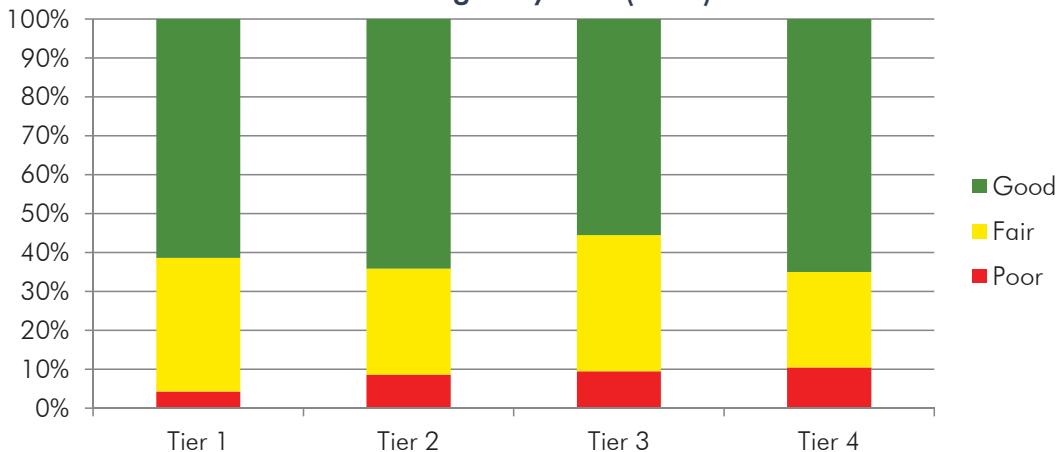
While every road is critical to the people and businesses that rely upon it each road also serves a different number of users and provides different levels of connectivity. The Department has categorized the state managed road system into the following priorities (tiers):

- Tier 1 – Interstates, Turnpikes & the divided section of Route 101
- Tier 2 – Major corridors (like US 3, US 4, US 202, and Route 16)
- Tier 3 – Collectors (like Route 112, Route 31, and Route 155)
- Tier 4 – Secondary highways and unnumbered routes

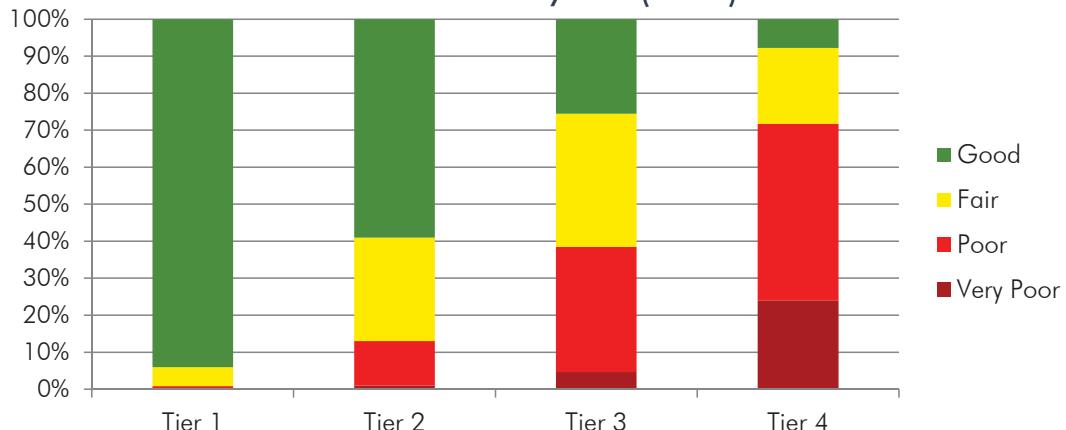
	Tier 1	Tier 2	Tier 3	Tier 4
Miles	840	1425	1442	893
Bridge Count*	534	608	522	422
Average Deck Area (sf)	8,611	4,774	2,378	2,742
Total Deck Area	4,598,362	2,902,773	1,241,282	1,157,298

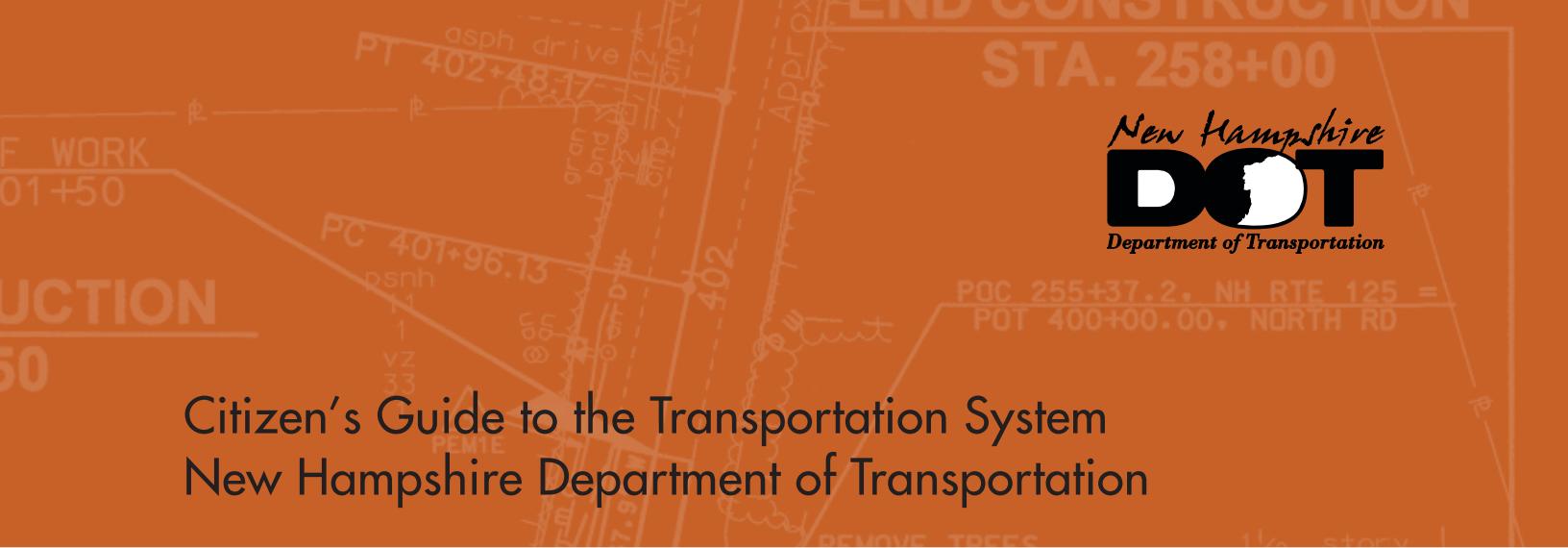
*Tier designations for Bridges are in draft.

Condition of Bridges by Tier (area)



Condition of Pavements by Tier (miles)





Citizen's Guide to the Transportation System

New Hampshire Department of Transportation



Transportation excellence enhancing the quality of life in New Hampshire



FY 2014 Operating Results; FY 2015 Budget

FY 2014 OPERATING RESULTS; FY 2015 BUDGET

Table of Contents

Operating

Introduction - Citizen's Guide	1-6
Aeronautics, Rail & Transit	
Federal Local Projects - 2021	7
Aeronautics - 2107	8
Public Transportation - 2916	9
Railroad - 2931	10
Rideshare-Bike/Ped Program - 3030	11
Administration	
Executive Office - 3038	12
Debt Service - 2938	13
Transfers to Other Agencies - 2939	14
General Fund Overhead - 2940	15
Compensation Benefits - 2941	16
Finance & Contracts	
Finance & Contracts - 3001	17
Policy & Administration	
Office of Fed Compliance - 2056	18
Human Resources - 3017	19
Employee Training - 3027	20
Office of Stewardship & Comp. - 5031	21
Operations	
Winter Maintenance & Highway Maintenance - 2928, 3007	22-23
Mechanical Services - 3005	24
Bridge Maintenance - 3008	25
Traffic Operations - 3009	26
Reimbursable Maint. & Repair - 3031	27
Asset Maint. & Critical Repair - 3048	28
Transportation Systems Management of Operations - 3052	29
Inmate Maintenance Crew - 3055	30
Salted Wells - 3066	31
Fuel Distribution - 3198	32
Oversize & Overweight Permits - 5032	33
DRED Rest Areas - 5033	34
Lift Bridge Operations - 5034	35

FY 2014 Operating Results; FY 2015 Budget

Project Development	
Planning & Community Assistance - 3021	36
Highway Design - 3025	37
Right-of-Way - 3028	38
Environment - 3032	39
Bridge Design - 3033	40
Materials Research - 3034	41
Construction - 3035	42
SPR Research - 3036	43
Stickney Avenue - 3060	44
Turnpikes	
DRED Rest Areas - 2055	45
Administration - Support - 7022	46
Operations (Turnpikes) - 7026, 7031, 7036	47
Maintenance (Turnpikes) - 7027, 7032, 7037	48
Toll Collection - 7050	49
Compensation Benefits - 8117	50
Financial Appendix	
Expenses by Discretionary and Non-Discretionary	F1
Expenses by Program/Function	F2
Highway Fund Expenditures - Discretionary and Non-Discretionary	F3
Highway Fund Expenditures - Program/Function	F4
Highway Fund Expenditures - Program/Function Source of Funds	F5

FY 2014 Operating Results; FY 2015 Budget

Citizen's guide to the transportation system and Department of Transportation

From its inception the United States government wrestled with its role in developing transportation Infrastructure and transportation policy. Often, the result has been confusion and needless complexity, leading to an overabundance of aid for some means of transportation and inadequate support for others. The law that established a cabinet-level Department of Transportation did not pass Congress until ninety-two years after the first such legislation had been introduced. New Hampshire has been no exception to the national norm. Confusion and needless complexity have led to public mistrust in the use of transportation resources to the extent that funding for the most fundamental and vital services necessary to operate and maintain the system is in jeopardy.

The citizens of the State of New Hampshire own a tremendous asset: the state transportation system. The citizens own this asset because it was planned, funded and constructed by our parents, grandparents and great grandparents. The legacy of past investment provides our families, friends, businesses and visitors access to the entirety of this great and beautiful state we call home.

It is the primary responsibility of the New Hampshire Department of Transportation to operate and maintain the transportation system in place today. When particular assets reach the end of useful life, such as with the Memorial Bridge, the NHDOT works to plan, design and oversee construction of the replacement asset. When traffic congestion and economic development needs result in public demand for additional transportation system capacity such as with Interstate I-93, it is also the responsibility of the NHDOT to coordinate the planning, design and construction of changes and enhancements to the transportation system to enhance our citizens' quality of life, and safety and support the economic vitality of our state.

The financial value of New Hampshire's transportation system, by some estimates at replacement value, exceeds \$12 billion - \$4 billion in roadways and \$8 billion in bridges. To assist the general public understand the cost to Plan, Design, Construct, Operate and Maintain the State of New Hampshire's transportation network, we have created what we hope is a simple to use guide to help understand the New Hampshire Department of Transportation's Agency Budget request:

Road Toll (Collected by the Department of Safety)

A primary source of funding for transportation for the federal government and NH is the Road Toll. Road Toll is an indirect charge to the user, meaning it is a user fee – the more you drive and the heavier the vehicle or less fuel efficient, the more you pay.

Conservative assumptions for base model driver:

Driver miles driven per year:	20,000
Vehicle miles per gallon:	20
Gallons of fuel consumed:	1,000
Annual Road Toll per penny:	\$10

FY 2014 Operating Results; FY 2015 Budget

Simply put, under the base model, for each penny a citizen pays in road toll (gas tax), it costs the citizen approximately \$10 per year. If you drive 40,000 miles but have a vehicle with a 40 MPG average, it costs the same \$10. Approximately 800 million gallons of fuel are purchased in the State of New Hampshire each year. Therefore, each penny generates approximately \$8 million. This fuel is purchased by NH residents as well as by non-resident visitors. When fuel distributors (think fuel trucks) deliver fuel to retail gas stations, they are charged per gallon the following by the State of NH and the Federal Government:

State Road Toll:	\$0.222
Federal Road Toll:	\$0.184

This payment of course has an impact on the retail price of gasoline paid by consumers. Whether or how much this payment has a direct correlation to the retail price is a matter of debate. New Hampshire retains the lowest rate of road toll in New England, even after the increase of \$0.042 from Senate Bill 367, effective July 1, 2014.

In the following pages, if you see a NH Penny or a Federal Penny, know that the service described costs the average base model driver approximately \$10 in State Fiscal Year 2014:



If you see a half penny, know that the service described costs the average base model driver some portion of \$10 in State Fiscal Year 2014:



These representations of pennies are meant to provide a proxy of State Highway Fund of Federal funding resources provided meant to provide an approximation of the number of pennies the average base model driver will pay into the state of federal gas tax to cover the cost of a particular function being performed by the NHDOT.

Vehicle Registration Fees (Collected by Department of Safety)

Another major funding source for transportation in New Hampshire are vehicle registration fees. Registration fees on vehicles are a tax and they are paid exclusively by individuals and businesses that register vehicles in NH. In 2014, there were just under 1.5 million registered vehicles. Therefore, for each \$10 an individual or business pays in registration fees, NH collects \$15 million.

In the following pages, if you see a NH License Plate, know that the service described cost the average NH tax payer approximately \$10 and a half license plate denotes the service described cost the NH tax payer approximately \$5 in State Fiscal Year 2014:

FY 2014 Operating Results; FY 2015 Budget



The funding sources and the source of funds for each is described below:

Highway

Revenue in the Highway Fund is collected by the Department of Safety and includes the NH Road Toll (gas tax); Vehicle Registration Fees and Court Fines for traffic violations. Most of this revenue is unrestricted and available for appropriation by the Legislature to fund Operating Costs. Per RSA 235:23 12% of the total road toll revenue (\$0.027) (and motor vehicle fees) collected in the preceding fiscal year are distributed to municipalities. After the 12 percent municipal aid is removed, per RSA 235:23-a, \$0.03 of the NH Road Toll is deposited in the State Highway and Bridge Betterment Account. This restricts the revenue for its intended purpose, and it is therefore not available for appropriation for Operating Costs. Similarly, Senate Bill 367, which raised the NH Road Toll by \$0.042 effective July 1, 2014, restricted this amount for completion of the I-93 project and other state construction priorities. Of the overall \$0.222 NH Road Toll, after deducting municipal aid, Betterment and SB-367 restrictions, the remaining revenue generated by the rate of \$0.123 is available for appropriation to cover Operating Costs.

Financial Key:

Schedule of Undesignated Surplus: Yes

Comprehensive Annual Financial Report (CAFR) Fund: Highway Fund

Federal Aid

The State of NH receives revenue from various Federal Agencies on a reimbursable basis to carry out federal aid eligible infrastructure. The primary federal agency the NHDOT works with is the Federal Highway Administration (FHWA). The federal surface transportation program provides funding from the federal highway trust fund primarily from the federal road toll for this purpose. As you can see from below, the NHDOT offset \$26.4 million in Operating Costs from federal aid. To the extent that NH Revenue was available, these reimbursements from the federal system would be used for eligible construction on the state transportation system.

Financial Key:

Schedule of Undesignated Surplus: No

Comprehensive Annual Financial Report (CAFR) Fund: Highway Fund

FY 2014 Operating Results; FY 2015 Budget

Turnpikes

The Turnpike System is an enterprise system managed by the Department of Transportation. Turnpike revenue is generated by tolls paid by motorists at the toll plazas and to a small extent, fines and administrative fees paid by toll violations. Nearly half of the revenue generated in toll collection statewide is paid by state visitors or those passing through New Hampshire.

In the following pages, if you see a NH EZ Pass transponder, know that the service described cost the average NH Turnpike driver approximately \$10 and half an EZ Pass transponder denotes what the service described costs the NH tax payer approximately \$5 in State Fiscal Year 2014. To create a proxy of total revenue to the Turnpike System, we assume the average toll is \$1.00, with 1.5 million registered vehicles in NH, so the \$10 cost equates to \$15 million in Turnpike revenue:



The equivalent out of state Turnpike driver cost is designated in the same manner, but without the NH on the transponder:



Financial Key:

Schedule of Undesignated Surplus: No

Comprehensive Annual Financial Report (CAFR) Fund: Turnpike Fund

General

General funds cover a small amount of Operating Costs for the NHDOT in the Division of Aeronautics, Rail and Transit. Revenues from aircraft registration fees and jet fuel are deposited into the General Fund. The State of NH matches the Federal Aviation Administration grants for airports with HB 25 authorized General Obligation Bonds. A small match for Federal Transit Administration and Federal Railroad Administration is also covered in the HB 25 Capital Budget authorized General Obligation Bonds. Debt service for these pass-through capital requests are paid by the General Fund.

Financial Key:

Schedule of Undesignated Surplus: No

Comprehensive Annual Financial Report (CAFR) Fund: General Fund

FY 2014 Operating Results; FY 2015 Budget

Other

Other funds such as revenue derived from revolving funds such as for the sale of fuel to municipalities or other state agencies.

Financial Key:

Schedule of Undesignated Surplus: No

Comprehensive Annual Financial Report (CAFR) Fund: Highway Fund

For the NHDOT, our primary responsibility is to operate and maintain the existing transportation system and to plan, engineer and oversee construction of all transportation projects. In order to do so, the State of New Hampshire employs more than 1,500 dedicated men and women to provide these vital services to the traveling public. The services provided, and the financial resources to execute them are defined in the NHDOT Operating Budget.

In total, the actual spending in State Fiscal Year 2014, the Adjusted Authorized Budget for FY 2015, and the Agency Budget Request for State Fiscal Years 2016 and 2017 for Operating Costs are below:



Investment Levels

Funding Sources

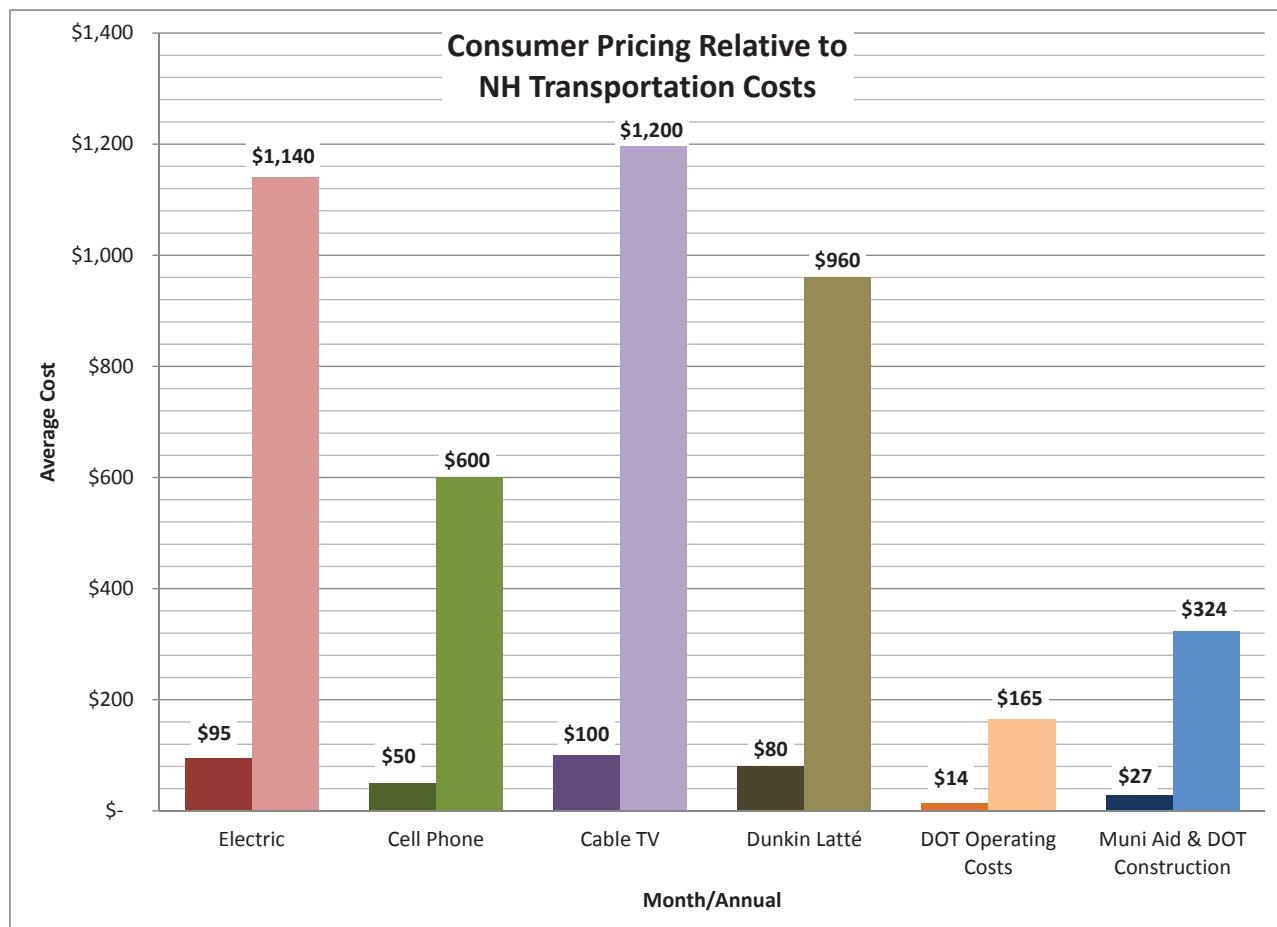
Actual FY14		Highway	Federal Aid	Turnpikes	General	Other
\$241.4 M		\$155.0 M	\$35.5 M	\$38.0M	\$0.9 M	\$12.0 M
Adj. Auth. FY15		Highway	Federal Aid	Turnpikes	General	Other
\$270.0 M		\$157.8 M	\$52.4 M	\$46.3 M	\$1.0 M	\$12.5 M

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
1828	1828	1734	1727	1650	1650	

FY 2014 Operating Results; FY 2015 Budget



So that the typical NH citizen can gauge relative value and the public pricing of their access to the transportation network, average monthly and annual rates of consumer pricing for electricity, cell phone, cable TV and a nice cup of coffee are compared to NHDOT costs of operating and enhancing the Transportation Network.



The following pages provide a detailed description of each element of service provided to NH citizens by the NHDOT through its Operating Budget. We strive every day to provide value for the resources entrusted to us by our fellow citizens and through the appropriation granted by the NH General Court.

FY 2014 Operating Results; FY 2015 Budget

Division of Aeronautics, Rail and Transit

2021- Federal Local Projects (Aeronautics) - Fund 010

These funds are for infrastructure projects funded by the Federal Aviation Administration (FAA) Airport Improvement program. This accounting unit was developed to flow funding through the State to municipalities, per RSA 422:15 Federal Aid for Airport and Airway Development that was not anticipated and programmed in the Capital Budget (HB 25). This fund does not provide a State matching share for the project. Personnel at the Department coordinate the distribution and administration of these funds along with providing outreach and support to the airports that are eligible for them.

- Provides support for a variety of activities including airport planning, rehabilitation projects, equipment purchases, safety and security improvements, and mitigation
- 12 airports around the state receive the funding



Investment Levels

Funding Sources

Actual FY14		Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M			\$0.6 M			
Adj. Auth. FY15		Highway	Federal Aid	Turnpikes	General	Other
\$0.0 M			\$0.0 M			

FY 2014 Operating Results; FY 2015 Budget

Division of Aeronautics, Rail and Transit

2107 - Aeronautics - Fund 010

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	6	6	6	6	6	6

Staff within the Bureau is responsible for the overall management of the aeronautics system in NH (per RSA Chapter 422). Helping airports in the state comply with federal requirements is of critical importance for safety and to help ensure that each airport remains eligible for all potential funding opportunities. To accomplish those goals, staff communicate with airports regularly and perform necessary safety and compliance activities. In addition to everyday safety activities, personnel from the Bureau are responsible for aircraft accident and incident investigations, program administration, airport registration, aircraft registration, and aircraft search & rescue. The aeronautics system in the State is a critical component of the larger transportation system providing mobility for people and freight in support of the economy.

Major accomplishments in 2014 include:

- Conducted inspections of 22 of the 25 public use airports in New Hampshire to ensure a safe landing environment for pilots and passengers. FAA inspects the 3 with commercial service
- Registered 1,497 aircraft



Investment Levels

Funding Sources

Actual FY14		Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M					\$0.7 M	\$0.2 M
Adj. Auth. FY15		Highway	Federal Aid	Turnpikes	General	Other
\$1.1 M					\$0.7 M	\$0.4 M

FY 2014 Operating Results; FY 2015 Budget

Division of Aeronautics, Rail and Transit

2916 - Public Transportation (Transit) - Fund 010

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	4	4	6	6	6	6

Personnel at NHDOT work with transit providers and the Federal Transit Administration (FTA) to continuously improve the efficiency of the transit system within the State while enhancing mobility and safety. Staff at NHDOT provides oversight and coordination of various federal and state programs for transit. Activities include grant management, outreach, compliance, education, procurement, and bidding.

Major accomplishments in FY 2014 included:

- On November 4, 2013, East-West Express Bus service, started offering east-west bus service between the Portsmouth Transportation Center, Epping Park & Ride lot, Manchester-Boston Regional Airport, and Downtown Manchester Bus Terminal



- Boston Express, the State's contracted commuter bus operator, reported record ridership for SFY 2014 with 571,376 total passengers on the I-93 and FE Everett Turnpike routes between Manchester and Boston. This included a monthly record of 51,573 passengers in June 2014
- There are 12 public transit systems that provide access to jobs, health care and services. Total ridership was 3.7 million in 2013. The rideshare program, a system that helps people use the transportation system efficiently, is also administered by personnel in the bureau



Funding Sources

Investment Levels	Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
	\$8.5 M		\$8.3 M			\$0.2 M
Adj. Auth. FY15	Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
	\$15.7 M		\$15.6 M			\$0.1 M

FY 2014 Operating Results; FY 2015 Budget

Division of Aeronautics, Rail and Transit

2931 - Railroad - Fund 010

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	4	4	2	2	2	2

Railroad safety is of critical importance to the NHDOT. Staff within the Bureau of Rail & Transit perform routine track inspection as well as safety inspections in cooperation with rail owners/operators and the Federal Railroad Administration (FRA). In addition, personnel at the Department are responsible for railroad programs that provide assistance to operators/owners through the FRA and revolving loan program. Activities within those programs include education, outreach, compliance, and administration.

Major accomplishments in FY 2014 included:



- In September 2013, the NHDOT was awarded a \$1.4M Federal Railroad Administration (FRA) TIGER 2013 grant for the New Hampshire Northcoast Railroad to upgrade 42 miles of track

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M				\$0.2 M	
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M			\$0.8 M	\$0.2 M	

FY 2014 Operating Results; FY 2015 Budget

Division of Aeronautics, Rail and Transit

3030 – Rideshare & Bicycle/Pedestrian Program (Rail & Transit) - Fund 015,

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	3	3	3	3	2	2

Personnel from the Bureau of Rail & Transit work with project designers and advocacy groups to help ensure that the safe and efficient movement of bicycles and pedestrians is incorporated into all aspects of the Department's operation. The rideshare program, a system that helps people use the transportation system efficiently, is also administered by personnel in the Bureau.



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				

FY 2014 Operating Results; FY 2015 Budget

3038 - Executive Office - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	12	12	16	16	15	15

The Department of Transportation, through its officials, shall be responsible for the following general functions: (a) Planning, developing and maintaining a state transportation network which will provide for safe and convenient movement of people and goods throughout the state by means of a system of highways, railroads, air service, mass transit and other practicable modes of transportation, in order to support state growth and economic development and promote the general welfare of the citizens of the state. (RSA 21-L:2) Other functions in this activity include preparation of operational and capital budgets, staffing plan development, contract award approvals, public relations, constituent response, development of policies and legislation, adjudicatory hearings, strategic planning (including the development and facilitation of the Ten Year Plan), and effective and efficient management of Department resources and assets.



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$2.0 M	\$1.1 M	\$0.9 M			
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$2.3 M	\$1.3 M	\$0.9 M			\$0.1 M

FY 2014 Operating Results; FY 2015 Budget

2938 - Debt Service - Fund 015

The payment of debt service on General Obligation bonds that have been issued on behalf of the Department for the construction of sheds and maintenance facilities, underground storage tank replacement, fuel distribution software and equipment upgrades, energy efficiency improvements, and various other needs of the Department.

In the 2008-2009 biennium, it was clear that Highway Fund Revenue was insufficient to cover the required State match to Federal Aid. The Legislature authorized a \$60 M general obligation bond (GO) to match the Federal Aid Program and advance construction on Municipal Bridges. Debt service for the GO bond at approximately \$6 M per year for 20 years since 2010 is paid out of the Highway Fund and charged to the Operating budget of the NHDOT.



Investment Levels



Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$12.3 M	\$12.3M				
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$12.0 M	\$12.0 M				

FY 2014 Operating Results; FY 2015 Budget

2939 - Transfers to Other Agencies - Fund 015

These costs are for services provided to the NHDOT from other agencies within the State, primarily the Department of Information Technology, as well as the Board of Tax and Land Appeals, the Department of Justice, the Department of Environmental Services, and other agencies.

Major accomplishments in 2014 include:



- Implemented a Secure Hosted Web-Site allowing City / Town Police and Fire access to view highway incidents
- Completed the Preliminary System Design review of the Advanced Transportation Management System Requirements
- Implemented a Video Management System to monitor NHDOT data centers with mobile client support.
- Continued to enhance connectivity to remote NHDOT offices
- Recovered from a flood event that damaged the NHDOT data center
- Upgraded most of the Department to Windows 7
- Continued migrating enterprise systems to virtual servers for increased manageability
- Enhanced reporting for the Department in a variety of areas

Investment Levels



Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$6.6 M	\$6.5 M				\$0.1M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$7.5 M	\$7.4 M				\$0.1M

FY 2014 Operating Results; FY 2015 Budget

2940 - General Fund Overhead - Fund 015

These expenses are in support of Administrative Services for the Statewide Cost Allocation Plan (SWCAP), Shared Services support for Accounts Payable, and General Services for building maintenance.



Investment Levels



Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$3.0 M	\$3.0 M				
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$3.3 M	\$3.3 M				

FY 2014 Operating Results; FY 2015 Budget

2941 – Compensation Benefits (Finance & Contracts) - Fund 015

Compensation Benefits include Workers Compensation, Unemployment Compensation, and Retiree Health Benefit costs. The State is self-insured and retains all of the risk associated with claims. The State has established an Employee Benefit Risk Management Fund to account for its uninsured risks of loss related to employee and retiree health benefits. The State retains all of the risk for these health benefits.



Investment Levels



Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$8.8 M	\$8.8 M				
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$9.2 M	\$9.2 M				

FY 2014 Operating Results; FY 2015 Budget

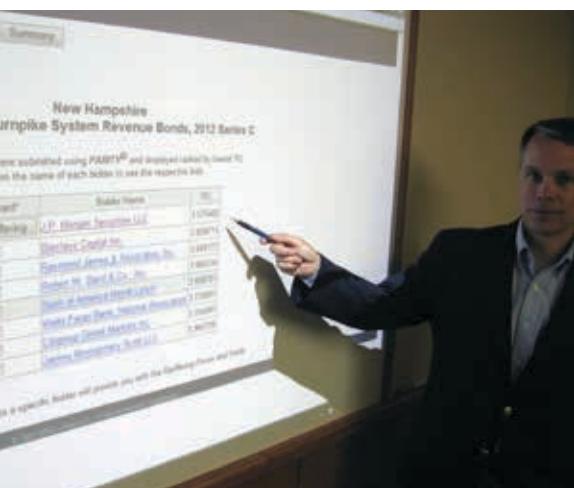
Division of Finance

3001 - Finance & Contracts - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	37	37	36	36	37	37

The Division of Finance responsibilities include: budget control and analysis, financial reporting, financial audit, billing collections, programming for Federal funds, accounts payable, inventory recording and processing all financial transactions of the Department, processing all Department payrolls, and maintaining accounts and records. The Division also supports the Department's project advertising schedule by prequalifying contractors, advertising projects, printing proposals and plans for projects, scheduling and opening project bids, preparing contract documents, processing Governor and Executive Council requests, and notifying contractors to

proceed upon Governor and Council approval. In addition, the Division provides support functions for Department mail and supply services, processes all claims filed against the Department, and provides administrative and clerical support to the New Hampshire Transportation Appeals Board and the New Hampshire Railroad Appeals Board.



Major accomplishments in FY 2014 included:

- Review of FHWA eligibility guidelines resulted in \$56.4 million additional Turnpike Toll credits available for State project matching needs
- Vendor consolidation of fuel and mechanical services billings has significantly reduced the number of invoices for review and processing
- Implemented State procurement purchasing (credit card) that will further reduce vendor invoicing and enhance accounts payables efficiencies
- Increased effort to close inactive federal-participating projects resulting in the de-obligation of approximately \$5.0 million in federal funds

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$2.7 M	\$1.6 M	\$1.0 M			\$0.1 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$3.1 M	\$2.0 M	\$1.0 M			\$0.1 M

FY 2014 Operating Results; FY 2015 Budget

Division of Policy and Administration

2056 - Office of Federal Labor Compliance - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	5	5	6	6	6	6

The Office of Federal Labor Compliance is responsible to assure all beneficiaries of programs receiving federal financial assistance shall not be excluded from participation in, denied benefits of, or otherwise subjected to discrimination as defined in Title VI of the Civil Rights Act in any program or service provided by the New Hampshire Department of Transportation. The NHDOT is a recipient of Federal financial assistance under programs funded through the USDOT. In return for those funds this office is responsible to ensure implementation of the Contractor Compliance Program, Disadvantaged Business Enterprise Program, On-the-Job Training Programs, Title VI and Environmental Justice Programs, Limited English Proficiency Programs, Internal Affirmative Action Plan, and Section 504/Title II of the Americans with Disabilities Act. These programs apply internally to the Department as well as to sub-recipients, including Metropolitan Planning Organizations (MPO's), Regional Planning Commissions (RPC's), Local Project Administration (LPA), Transit Operators, and Contractors.



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M	\$0.4 M				
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M	\$0.5 M				

FY 2014 Operating Results; FY 2015 Budget

Division of Policy and Administration

3017 - Human Resources - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	15	15	12	12	12	12

Personnel within the Bureau of Human Resources is responsible to develop and implement programs that support the selection, development, and maintenance of a workforce capable to effectively and efficiently meet the mission of the Department. The Bureau has three sections; Core Services, Employee Development, and Risk Management.

The purpose of Core Services is to ensure accurate and timely transactions supporting the job posting and selection process, HRIS and recordkeeping activities, FMLA and benefits administration, and classification activities. The Employee Development Section's purpose is to implement workforce planning and development activities to ensure a workforce with the capabilities, skills, and competencies needed to meet the transportation mission. The Risk Management Section provides processes to guide the implementation of the Rules of the Division of Personnel, Collective Bargaining, Federal American's with Disabilities Act Compliance, complaint and investigation procedures.



Major accomplishments in FY 2014 included:

- Processed and certified 4,622 employment applications
- Processed 153 full-time new hires and 121 part-time new hires
- 80% of NHDOT employees were represented in Workforce Planning sessions
- Participated in 8 non-college job fairs and 3 college job fairs
- 58 students from 12 schools participated in job shadowing and Department tours

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M	\$0.4 M	\$0.2 M			
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.9 M	\$0.6 M	\$0.3 M			

FY 2014 Operating Results; FY 2015 Budget

Division of Policy and Administration

3027 - Employee Training - Fund 015

This budget organization code represents funds that are dedicated solely to Department training. These are primarily training types that serve the entire organization or large groups of employees. Some training funds are also budgeted in Bureaus if there are trainings specific to a smaller group or related to specific job function trainings. Staff that coordinate and provide training are budgeted with Human Resources.



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M		\$0.1 M			
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M		\$0.2 M			

FY 2014 Operating Results; FY 2015 Budget

Division of Policy and Administration

5031 - Office of Stewardship and Compliance - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	13	13	11	11	8	8

The Office of Stewardship and Compliance (OSC) is responsible for providing training and compliance oversight in the Department's Occupational Health and Safety programs and environmental regulations in activities at Division of Operation's facilities. The Health and Safety Section of the OSC is responsible for administering agency-wide compliance with Occupational Health and Safety Regulations required by the NH Department of Labor, and to promote and ensure fitness for duty for all employees through implementation of fitness for duty, drug and alcohol, and wellness programs, audits, and developing and revising programs and policies. The Health and Safety section currently manages 35 implemented occupational safety programs, a mandated drug and alcohol testing program, employee wellness, and driver qualification's program. The Environmental Section of the OSC facilitates the implementation of the Department's environmental policy. It is responsible for overseeing regulatory compliance through the administration of an Environmental Management System, regular audits of Operation's facilities, and the development of training programs.

Major accomplishments in FY 2014 included:

- The NHDOT has seen a 68% reduction in the frequency of workers compensation claims since 1995. The severity of work related injuries has also decreased by 50% since 1995
- With a goal of 100%, environmental compliance of NHDOT Division of Operations facilities reached 96%
- The Department's Wellness Coordinator offered more than 80 wellness events, including blood pressure screenings and Health Assessment Tool completion



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M	\$0.5 M				
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M	\$0.6 M				

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

2928 & 3007 – Winter Maintenance & Highway Maintenance - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	728	728	728	728	686	686

Employees within the Bureau of Highway Maintenance are responsible for providing a safe serviceable highway system for the traveling public. Major tasks at the District level include snow and ice control, pavement repair, drainage work, vegetation control, litter pickup, and issuance of driveway/trench permits. In addition, a headquarters section oversees the overall District work effort, operates the Department's Fuel Distribution system and the Oversize/Overweight permit program, and manages the salted well replacement program. Employees of the Bureau of Highway Maintenance operate and maintain approximately 7,960 lane miles of roadways.

Safety and mobility in the winter months are critical to the Department and to the State as a whole. Working with the Governor's Office and Legislature through the budget process, the Department has developed a rigorous 24/7 winter maintenance policy. Employees within the Bureau strive to meet that policy and to keep New Hampshire's roads open and safe. The Winter Maintenance accounting unit (2928) primarily includes funding for salt, facilities, and equipment.

Winter Maintenance typically includes:

- 191,733 tons of salt
- Plowing and treating more than 2.9 million lane mile over the winter season with:
 - just over 270 state plow trucks with operators
 - just over 325 privately owned plow trucks with operators
 - just over 120 state pick-up trucks with operators
 - approximately 116 other pieces of equipment including loaders and graders that load salt and or sand, plow snow, push back banks, clear intersections, open drainage, etc.

The Highway Maintenance accounting unit (3007) supports personnel costs for winter and summer maintenance, as well as all other expenses for non-winter maintenance activities. Employees within the Bureau work to keep the highway system safe and serviceable year-round and undertake a variety of activities to do so. Non-winter activities include drainage cleaning and repair, mowing and tree cutting, debris clearing, equipment maintenance, and pavement patching & sweeping.

Major non-winter accomplishments include:

- More than 24,000 CY of repairs to cuts and fills
- More than 180,000 linear feet of constructing and repairing drainage systems
- More than 460 miles of cleaning and maintaining drainage through light and heavy ditching, and catch basin cleaning

FY 2014 Operating Results; FY 2015 Budget

- Repair or replacement of over 107,000 feet of guardrail
- Shoulder reconstruction for more than 3,100 lane miles and reconstruction of 70 lane miles of roadway
- More than 44,400 lane miles of patching and 5,700 lane miles of sweeping



Investment Levels

Funding Sources (2928 Winter Maintenance)

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$29.3 M	\$29.1 M				\$0.2 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$22.8 M	\$22.6 M				\$0.2 M



Investment Levels

Funding Sources (3007 Highway Maintenance*)

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$50.0 M	\$49.0 M				\$1.0 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$55.2 M	\$53.9M				\$1.3 M

*Includes \$14M per year salary and benefits for Winter Maintenance

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

3005 - Mechanical Services - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	84	84	82	82	79	79



Personnel at the Bureau of Mechanical Services manage the NHDOT's fleet of approximately 1,180 vehicles and equipment. The services that staff provide range from regular light maintenance to heavy maintenance and fabrication/assembly of certain equipment and parts. The maintenance of the NHDOT's fleet is essential to fulfilling the Department's capital and operating programs. Other services provided by employees in Mechanical Services include: crane operation, vehicle damage repair, and facility repair. The replacement value of the fleet exceeds \$75 million. A Performance Audit Report (dated November 2014) completed by the NH Office of Legislative Budget Assistant reported the following on Page 1 in the executive summary:

"Since 2005, the average age of the equipment fleet increased by 1.5 years, while the percent of equipment at or beyond the established replacement age (the age and number of hours or miles at which a piece of equipment or vehicle will be considered for replacement) increased significantly. As equipment becomes older, breakdowns become more frequent, potentially affecting the Department's ability to operate efficiently and with equipment available when needed..."

"We found the DOT's fleet as a whole was utilized effectively and the DOT used opportunities to share equipment. ..."

Investment Levels



Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$18.8 M	\$17.6 M				\$1.2 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$17.6 M	\$16.6 M				\$1.0 M

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

3008 - Bridge Maintenance - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	91	91	82	82	81	81

Bridges are a critical component of the transportation system for the State of NH. Employees within the Bureau of Bridge Maintenance are primarily responsible for the maintenance and repair of all state-owned highway bridges (interstate, primary, and secondary roads). Their work ensures that bridges remain in service for as long as possible and remain safe. There are a total of 3,843 bridges in New Hampshire – 2,155 are state owned and 1,688 are town owned. Employees within the Bureau perform a variety of activities, including preservation, rehabilitation, and emergency repair. In addition to all the bridge work, staff maintains the equipment and facilities used as part of the bridge maintenance process.

Major accomplishments include:

- Washing about 1,100 or about ½ of our state maintained bridges
- Sealing about 420 or 1/5 of our state managed bridges
- Crack sealing on 52 bridges
- Expansion joint repair on 64 bridges and replacement on 3 bridges
- Deck repairs to postpone replacement and maintain safe driving surface on bridges
- Bridge rail repairs on 19 and replacement on 8 to insure motorist cannot drive off the bridges
- Rehabilitation of Red List bridges (8 in FY14)



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$6.9 M	\$4.1 M	\$2.0 M			\$0.8 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$7.7 M	\$4.6 M	\$2.1 M			\$1.0 M

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

3009 - Traffic - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	70	70	70	70	64	64

Personnel at the Bureau of Traffic are responsible for the installation and maintenance of all state managed traffic control devices in New Hampshire, including all traffic signals, highway signs, and pavement markings. These devices and markings are essential for the safety of travelers on the State's transportation system. Federal funds through the State Transportation Program (STP) and Highway Safety Improvement Program (HSIP) program are used to fund all pavement markings on the state owned and maintained roadway network. Historically this work was funded by Highway funds. Several years ago the NHDOT stopped striping some low volume roads to compensate for loss in revenue from the sunset of the registration surcharge. Public and political concern compelled the Department to use Federal HSIP funds to support these suspended pavement marking operations, and eventually all pavement marking efforts.

Turnpike funds are used to support pavement marking, sign work, traffic signal work and traffic engineering on the Turnpike System.



Major Traffic Activities include:

- Reviewed 26 major driveway applications
- Supported 200 project design requests for signs, signals, and pavement markings
- Provided more than 73 million feet of pavement markings using 231,000 gallons of paint
- Installed and/or replaced 27,000 traffic signs and constructed 2,800 custom traffic signs
- Routine maintenance and service to 441 signals

Investment Levels



Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$8.3 M	\$4.0 M	\$3.4 M			\$0.9 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$10.2 M	\$4.9 M	\$4.6 M			\$0.7 M

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

3031 – Reimbursable Maintenance and Repair - Fund 015

Reimbursable Maintenance and Repair is for the services that the Department provides where we expect reimbursement for our work efforts. The Department charges to this account when repairing guardrail hit by a driver and we have the accident report; when performing work to support the Traffic control for the NASCAR Race and NHDOT expects reimbursement from New Hampshire Motor Speedway; when repairing damage to a bridge that has been damaged by a ship; when repairing damage from a disaster that NHDOT expects to be reimbursed by FEMA or FHWA; and for other similar work.



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$2.0 M		\$0.3 M			\$1.7 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$6.1 M		\$5.6 M			\$0.5 M

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

3048 - Maintenance Critical Repair, 2073 Asset Maintenance and Preservation - Fund 015

Maintenance Critical Repair and Asset Maintenance and Preservation have historically been separate Accounting Units that are proposed to be combined in Fiscal Year 2016. Activities associated with this work are 100% Highway Funded. Typical projects include: new roofs, construction of modern, safe spreader racks to hang our winter maintenance spreaders, insulation projects, overhead door repair and replacement, furnace replacement, chimney repairs, mold rehabilitation, and many other efforts to fix or preserve our hundreds of buildings - including patrol sheds, salt sheds, sand sheds, spreader racks, garages, and many other necessary repairs.



Investment Levels

Funding Sources (3048 - Maintenance Critical Repair)

Actual FY14*		Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M		\$0.4 M				
Adj. Auth. FY15*		Highway	Federal Aid	Turnpikes	General	Other
\$0.5 M		\$0.5 M				

*Fiscal Year 2014 Actuals and Adjusted Authorized Fiscal Year 2015 combines 3048 Maintenance Critical Repair and 2073 Asset Maintenance and Preservation.

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

3052 - Transportation Systems Management and Operations - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	17	17	17	17	15	15

Staff at the Bureau of Transportation Systems Management and Operations (TSMO) respond to the marked growth in traveler delay on various highway corridors around the state due to incidents related to weather, traffic accidents, construction projects, and general traffic congestion. As the ability to expand the highway network and create capacity is decreasing, the need to manage the flow of traffic over the highway system is becoming ever more important. The installation of Intelligent Transportation System (ITS) technology and devices along the highways and on the bridges, that are being used to monitor and manage traffic, has become one of the most effective methods to reduce congestion and delay, to reduce incident response costs, and to improve the overall customer experience of those traveling on New Hampshire's highway network.



Major TSMO activities include:

- Managed 2,239 unplanned transportation incidents such as motor vehicle accidents
- Managed 2,758 planned transportation events such as construction lane closures
- Engaged in over 20,000 radio and telephone communications, such as reports of debris in the road or a request for traffic control at an accident scene

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$1.7 M	\$0.8 M	\$0.1 M			\$0.8 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.8 M	\$0.9 M				\$0.9 M

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

3055 – Inmate Maintenance Crew - Fund 015

The Inmate Maintenance Crew is 100% Highway funded. The Department of Transportation cooperates with the Department of Corrections to operate two minimum security inmate work crews. The DOT picks up the inmates in the morning and returns them in the afternoon. These funds provide for part-time inmate supervisors, rental funds for a van to transport inmates, and a small amount of equipment. The inmates pick litter, clear trees, repair guardrail, clean drainage, and complete other necessary activities along our highway system.



Investment Levels

Funding Sources

Actual FY14		Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M		\$0.1 M				
Adj. Auth. FY15		Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M		\$0.1 M				

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

3066 - Salted Wells - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	2	2	1	1	1	1

Employees within the Salted Well Section manage a well testing and replacement program for NH citizens and businesses that suspect their wells may be contaminated by salt the Department has used for winter maintenance.

The Facility and Equipment Activity includes:

- Meeting with citizens concerned that their well may be contaminated
- Sampling potential contaminated wells
- Replaced or settled on 8 contaminated wells



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M	\$0.2 M				
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M	\$0.3 M				

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

3198 - Fuel Distribution - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	7	7	6	6	6	6

Personnel in Fuel Distribution oversee the construction, operation, and maintenance of the statewide fuel distribution network providing primarily unleaded fuel and diesel fuel to the NHDOT, other State Agencies and participating Municipalities, schools, and non-profits. The program operates as an enterprise fund. The current system consists of 89 sites and distributes approximately 5.3 million gallons of diesel fuel and gasoline on an annual basis. The Department has a surcharge of \$0.20 per gallon for diesel and \$0.15 per gallon for unleaded to cover some operating and maintenance costs through Fuel Distribution.



Facility and Equipment activity includes:

- Ordering fuel
- Billing for fuel
- Repairing physical infrastructure related to the fuel system, including tanks, piping, pumps and the Orpak computerized fuel tracking and billing system

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$0.7 M					\$0.7 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.0 M					\$1.0 M

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

5032 - Oversize and Overweight Permits - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	3	3	3	3	3	3

Employees within the Oversize and Overweight Permit Section provide permits for trucks that are too heavy or too large to travel without restriction on our roadway and bridge network. The Department has routine permits for trucks meeting certain weight and size requirements and has more detailed permits that may require route surveys and bridge analysis. Work completed by the staff in the section helps to ensure that commerce can move throughout the state safely and without causing undo damage to our roads and bridges.



The Engineering activities include:

- Issuing over 30,000 permits in FY 2014

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M					\$0.2 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.3 M					\$0.3 M

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

5033 - Welcome Centers and Rest Areas - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	22	22	0	0	0	0

In a prior budget round, the day to day operation of the rest areas was legislatively assigned to the Department of Resources and Economic Development (DRED).



Investment Levels

Funding Sources

Actual FY14		Highway	Federal Aid	Turnpikes	General	Other
\$1.3 M		\$1.3 M				
Adj. Auth. FY15		Highway	Federal Aid	Turnpikes	General	Other
\$1.6 M		\$1.6 M				

FY 2014 Operating Results; FY 2015 Budget

Division of Operations

5034 - Lift Bridge Operations (Bridge Maintenance) - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	31	31	29	22	21	21

Lift bridges require regular operation to allow for the mobility of commerce on certain navigable waterways. Employees within NHDOT work to ensure these operations are conducted safely and in accordance with applicable rule and practices.

Lift bridge operations include:

- The Memorial Bridge carries US 1 over the Piscataqua River in Portsmouth. This bridge was reopened after being reconstructed in August of 2013, and provides a critical community link between Portsmouth, NH and Kittery, Maine.



- The Sarah Mildred Long Bridge carries the US 1 Bypass over the Piscataqua River in Portsmouth. It carries significant local traffic and is a critical link between NH and Maine when traffic is impeded on the I-95 bridge.
- The Niel R. Underwood Memorial Bridge carries NH 1A over Hampton River in Hampton. This bridge provides traffic flow from the south to the popular Hampton Beach as well as pleasure and commercial ship traffic into and out of Hampton Harbor.
- The Newcastle/Rye Bridge carries NH 1B over Little Harbor. This bridge provides local and tourist traffic flow between Newcastle and Rye. It opens several times a year to allow vessels to travel into and out of Little Harbor.

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$1.7 M	\$1.1 M				\$0.6 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$2.1 M	\$1.4 M				\$0.7 M

FY 2014 Operating Results; FY 2015 Budget

Division of Project Development

3021 - Planning and Community Assistance - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	29	29	27	27	30	30

Personnel in the Planning and Community Assistance (PCA) Bureau, working with various stakeholders, develop the NHDOT's Long Range Transportation Plan, the Ten Year Plan, the Statewide Transportation Improvement Program (STIP), and other planning documents. Staff work to incorporate asset management and performance measures into all of those initiatives. Employees also provide technical and funding assistance to communities, overseeing several federally and state funded programs for sidewalks, trails, roads, bridges, and safety improvements. Experts in the Bureau develop and maintain the Geographic Information Systems (GIS).



Major accomplishments in FY 2014 included:

- Coordinated and developed various plans including the 10-Year Plan and the STIP
- Focus on asset management and performance
- Development of a highway tier structure
- Implemented a pilot program for Statewide Asset Data Exchange Services (SADES) to inventory
- Distribution of \$30M+ in Block Grant Aid to municipalities (12% of Highway Fund revenue)
- Provided technical and funding assistance to communities in support of local project development

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$2.5 M	\$1.7 M	\$0.8 M			
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$2.9 M	\$1.7 M	\$0.9 M			\$0.3 M

FY 2014 Operating Results; FY 2015 Budget

Division of Project Development

3025 - Highway Design - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	151	151	128	128	123	123

Personnel in the Highway Design Bureau are instrumental in the design of a majority of the projects in the construction program. Engineers and technicians in the Bureau work at various stages of project design, from preliminary concepts through to final design, including the coordination with and oversight of consulting engineering firms. Project Managers within the Bureau are responsible for planning, managing, and bringing to successful completion highway, bridge, intermodal, and specialty projects. In response to emergencies, staff form rapid response teams to help assess damage and provide technical information for Operations personnel so roads can be reopened quickly. In support of design, personnel also perform survey work and coordinate with officials.



Major accomplishments in FY 2014 included:

- Advertised 51 projects totaling \$163.8M
- Designed preliminary highway elements for 25 road and bridge projects with an estimated construction value of \$51 million
- Reviewed 24 active consultant projects with estimated construction value of \$732 million
- Reviewed 24 development projects on State highways
- Administered and participated in 7 Road Safety Audits
- Continued involvement in the implementation of the "NH Driving Towards Zero" campaign, which aims to reduce fatal and serious injury crashes



Funding Sources

Investment Levels	Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
	\$10.3 M	\$1.6 M	\$7.8 M			\$0.9 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other	
	\$0.9 M	\$9.2 M				\$1.1 M

FY 2014 Operating Results; FY 2015 Budget

Division of Project Development

3028 - Right-of-Way - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	40	40	34	34	35	35

The Bureau of Right of Way is responsible for acquiring temporary and permanent property rights from owners of properties impacted by Department projects, as well as managing and selling certain properties determined to be surplus. The Bureau operates under the requirements of several State laws and Federal requirements. The Land Titles section responsibility is to determine the limits of the State of New Hampshire's existing fee ownership and easement rights in the highway right-of-way. The Appraisal Section determines the Fair Market Value of property rights that the Department is acquiring. The Property Management section processes requests for the sale, lease, and management of DOT properties. ROW Agents are responsible for meeting with property owners and presenting the appraised values and associated negotiations. The Agents are also stewards for the relocation assistance program.



Major accomplishments in FY 2014 included:

- Completed 121 appraisals and approximately 84 waiver evaluations
- Sold properties totaling \$ 4,038,090 and received approval to sell additional properties totaling \$2,355,450 that are, or will be placed on the open market for sale
- ROW Agents effected 200 acquisitions of property rights (fee owned and easements combined), with a total value of approximately \$7,165,312
- The Land Titles Section was involved with 62 projects

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$2.3 M	\$1.3 M	\$0.9 M			\$0.1 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$3.0 M	\$1.7 M	\$1.0 M			\$0.3 M

FY 2014 Operating Results; FY 2015 Budget

Division of Project Development

3032 - Environment Bureau - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	20	20	17	17	17	17

The Bureau of Environment's principle role is to evaluate transportation construction projects and maintenance activities relative to impacts on natural, cultural, and socioeconomic resources. The Bureau also acts as an environmental liaison between the Department and the appropriate federal, state, local, and private environmental organizations, as well as the general public. Coordinated interagency efforts address such issues as water quality, air quality, noise, wetlands, wildlife, historic resources, archeological sites, farmlands, hazardous waste/ contamination, permitting, and regulatory compliance.



wildlife, historic resources, archeological sites, farmlands, hazardous waste/ contamination, permitting, and regulatory compliance.

Major accomplishments in FY 2014 included:

- Reviewed and/or processed 147 Wetlands/Shoreland permit applications, amendments, and notifications
- Approved 43 Storm Water Pollution Prevention Plans and revised 60 more
- Approved 36 Invasive Species Management Plans
- Reviewed approximately 400 properties for contamination
- Managed the design and monitoring of 15+ underground storage tank system improvements
- Processed and/or classified 121 environmental documents
- Monitored 47 construction projects for environmental compliance
- Initiated the development of a Type II noise policy in response to Legislative and local requests

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$1.5 M	\$0.8 M	\$0.5 M			\$0.2 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.6 M	\$0.9 M	\$0.5 M			\$0.2 M

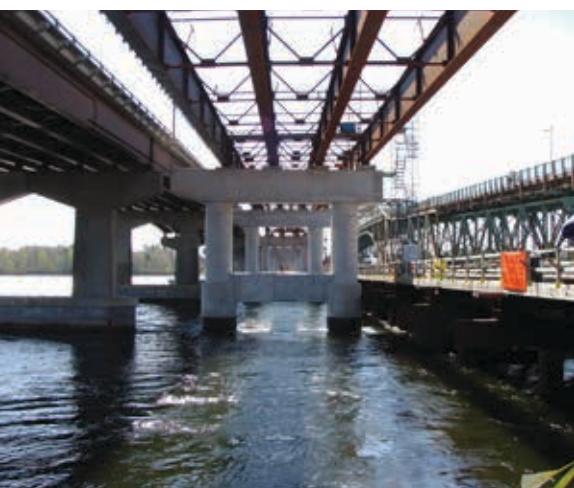
FY 2014 Operating Results; FY 2015 Budget

Division of Project Development

3033 - Bridge Design - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	35	35	34	34	33	33

Every project in the construction program begins with some level of design. For bridges most of that work occurs in the Bureau of Bridge Design. Personnel develop bridge projects, inspect all state and municipal bridges, perform bridge reviews for permits of overweight vehicle loads, respond to emergencies to inspect and evaluate damage to bridges, develop plans of action for emergency repairs or replacement, maintain a list of state and municipal "Red List" bridges, and maintain a bridge management database, which includes information on the condition, rating, and inspection reports for each state and local bridge. All New Hampshire bridges are inspected at least once every two years in accordance with national standards. "Red List" bridges are inspected once every year.



Major accomplishments in FY 2014 included:

- 1,551 inspections of state bridges and 1,145 inspections of municipal bridges (totaling 2,696)
- Performed 1,290 bridge reviews for overweight permits
- Bridge inspectors were activated 12 times for emergency response
- 95 bridges, 54 state & 41 local, have Plans of Action for susceptibility to scour
- 21 bridges were removed from the State "Red List"
- 23 bridges were removed from the Municipal "Red List"

Investment Levels

Funding Sources

Actual FY14		Highway	Federal Aid	Turnpikes	General	Other
\$3.3 M		\$1.9 M	\$1.1 M			\$0.3 M
Adj. Auth. FY15		Highway	Federal Aid	Turnpikes	General	Other
\$3.5 M		\$2.0 M	\$1.1 M			\$0.4 M

FY 2014 Operating Results; FY 2015 Budget

Division of Project Development

3034 - Materials and Research - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	59	59	54	54	52	52

The Bureau of Materials & Research provides engineering support for project design and construction phases for asphalt pavements, roadway bases, structure foundations, soil and rock engineering, and determining material standards for Department projects. The Bureau is responsible for the Department's Quality Assurance Program, including providing laboratory testing and inspection services for concrete, asphalt, aggregates, traffic paints, bridge coatings, etc. It administers the Pavement Management System, develops and advertises the annual Highway Maintenance District resurfacing contracts, maintains the Qualified Products List, and

the Rock Cut Inventory. The Bureau also manages a portion of the Department's State Planning and Research funds and oversees the Transportation Research Program.



Major accomplishments in FY 2014 included:

- Completed pavement designs for 39 projects.
- A total of 871 subsurface explorations of all types were completed, as well as foundation engineering on 25 projects
- Collected road condition date on 3,926 miles of roadway
- Three bridge deck condition surveys completed and another 18 bridge decks were tested for asbestos
- Performed on site acceptance testing for pavement smoothness on 10 projects and for pavement markings on 25 projects.
- Processed 7,867 individual material samples through the Materials and Research laboratories.

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$4.5 M	\$1.1 M	\$3.0 M			\$0.4 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$4.8 M	\$0.8 M	\$3.5 M			\$0.5 M

FY 2014 Operating Results; FY 2015 Budget

Division of Project Development

3035 - Construction Bureau - Fund 015

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	104	104	103	103	102	102

Personnel from the Construction Bureau work with private contractors to ensure that every highway and bridge construction project on the state managed system reaches a successful completion. Success is measured in many ways including cost, safety, environmental impact, quality and timeliness. The outcome of their efforts is an improved transportation system that supports the economic vitality of New Hampshire.



Construction oversight begins with an understanding of project design coupled with an understanding of how projects are actually constructed. Personnel from the Bureau

work with designers and contractors as the project moves into construction. Once field work begins, staff from the Bureau is onsite monitoring activities and helping resolve any issues that come up during the construction process; they keep the project moving while ensuring safety and compliance.

Major accomplishments in FY 2014 included:

- Active construction oversight of 98 projects with a value of \$596M
- Completion of work on I-93 at Exit 5 and from Exit 36 to 42
- Completion of the I-89, Exit 15 to 17, pavement and bridge rehabilitation in Enfield-Lebanon
- The ongoing construction and widening of the Spaulding Turnpike from Exit 3 to Exit 6 in Newington and Dover

Investment Levels

Funding Sources

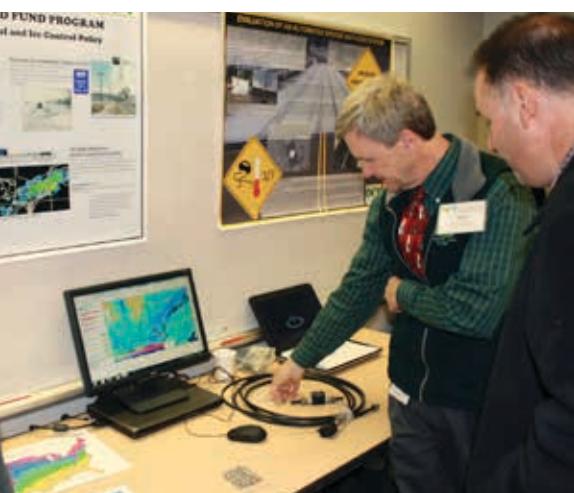
Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$9.5 M	\$4.1 M	\$4.1 M			\$1.3 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$11.0 M	\$5.3 M	\$4.6 M			\$1.1 M

FY 2014 Operating Results; FY 2015 Budget

Division of Project Development

3036 - SPR Research (Materials & Research) - Fund 015

Within the Bureau of Materials & Research, personnel work with consultants, vendors, and researchers on innovative approaches and materials with the goals of improving quality, efficiency, and safety. The research component (Part 2) of State Planning and Research funding from the Federal Highway Administration (FHWA) is utilized by the Bureau to undertake this work. Personnel also coordinate research efforts with other states throughout the country on pooled-fund studies.



Major Accomplishments in FY 2014 included:

- Organized and hosted an NHDOT Research and Innovation Showcase, which highlighted over 40 Department-wide research projects, innovations and cost-saving initiatives.
- Administered an ongoing pooled-fund partnership involving seven (7) state DOTs and the FHWA investigating plant-produced high-percentage recycled asphalt pavement (RAP) mixtures in the northeast U.S.
- Finalized and submitted reports for nine (9) statewide studies on topics such as winter maintenance, asphalt mix, binder and thickness, and signage reflectivity.
- Committed funding to nine (9) Transportation Pooled Fund Projects varying in participation with 47 other states including the District of Columbia.
- Received technical assistance and funding from the national State Transportation Innovation Council (STIC) and the Strategic Highway Research Program (SHRP2).
- Produced the Resilience and Preparedness in NH State Government Project which initiated the Department's commitment to addressing climate change

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$0.4 M		\$0.4 M			
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$0.6 M		\$0.6 M			

FY 2014 Operating Results; FY 2015 Budget

Division of Project Development

3060 - Stickney Avenue (Right of Way) - Fund 015

Personnel within the Bureau of ROW manage the Stickney Avenue facility in Concord. The Bureau uses a property management company to perform maintenance and care. Several State Agencies lease space from the DOT at this facility. The budget is self-funded based upon the lease amounts collected. This is the former site of Materials and Research. It's anticipated that the property will be used for the I-93 widening through Concord.



Investment Levels

Funding Sources

Actual FY14		Highway	Federal Aid	Turnpikes	General	Other
\$0.1 M						\$0.1 M
Adj. Auth. FY15		Highway	Federal Aid	Turnpikes	General	Other
\$0.2 M						\$0.2 M

FY 2014 Operating Results; FY 2015 Budget

Turnpikes System

2055 - DRED Rest Areas (Turnpikes) - Fund 017

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	14	14	0	0	0	0

In prior year budget cycle, the operation of the rest areas throughout the state was legislatively transferred to the NH Department of Resources and Economic Development (DRED). Three of these rest areas are located on the Turnpike System on I-93 Northbound (NB) and Southbound (SB) in Hooksett and on I-95 NB in Seabrook. The Bureau of Turnpikes continues to have responsibility for the facilities maintenance (buildings, etc.) as part of the construction program. Bureau of Turnpikes' staff was heavily involved with the redevelopment of the Hooksett Rest Areas on I-93 which have been a highlight of public-private partnerships in the State.



In FY14, a unique 35-year ground lease contract was executed in a public-private partnership between the State and a private group, which required the developer/operator to design, build, finance, maintain, and operate the Hooksett Welcome Center facilities (with the exception of the new Liquor and Wine Outlet stores that are owned and operated by the NH Liquor Commission). Construction on both the NB and SB sites began in October 2013. The facilities are targeted to be functionally completed and fully operational in January 2015 (NB Welcome Center) and February 2015 (SB Welcome Center). DRED will continue to staff and operate the Visitor Centers that are located in each Hooksett facility.

Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$1.2 M			\$1.2 M		
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.4 M			\$1.4 M		

FY 2014 Operating Results; FY 2015 Budget

7022 - Administration-Support (Turnpikes) - Fund 017

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	33	33	36	36	35	35

The Turnpike System consists of 89 miles of limited access highway, 36 miles of which are part of the U.S. Interstate Highway System, comprising a total of approximately 655 lane miles, 170 bridges, 49 interchanges, and 24 facilities. Personnel within the Bureau of Turnpikes manage the construction and renewal and rehabilitation (R&R) improvements on the system, along with the day-to-day operations, maintenance, cash toll collection, and E-ZPass Program.

In the addition to the administrative support expenses captured under this organizational unit, this organizational unit also includes payments for Highway Funded activities on the Turnpike System that are conducted by Bridge Maintenance, Traffic, Highway Maintenance, Mechanical Services, and Transportation Management Center (TMC), as well as intra indirect costs for proportioned DOT overhead expenses and indirect costs paid to the Department of Administrative Services.



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$9.6 M			\$9.6 M		
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$11.1 M			\$11.1 M		

FY 2014 Operating Results; FY 2015 Budget

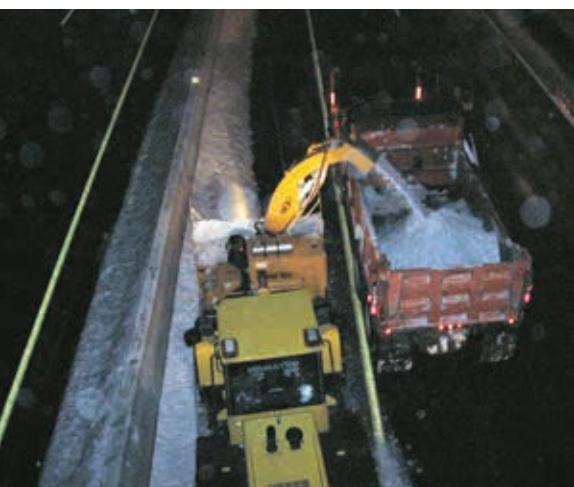
7026, 7031, 7036 – Toll Operations (Turnpikes) - Fund 017

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	137	137	133	133	121	121

The Turnpike System is reported as an enterprise fund within the State, with the primary source of revenue generated from toll collection. Personnel within the Bureau work at 10 toll plazas strive to ensure that the collection process is accurate, safe, and as convenient as possible for the users of the system.

Major accomplishments in FY14 include:

- Processed more than 33 million cash transactions



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$8.5 M			\$8.5 M		\$0.1 M
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$11.0 M			\$11.0 M		

FY 2014 Operating Results; FY 2015 Budget

7027, 7032, 7037 – Maintenance (Turnpikes) - Fund 017

Authorized Positions	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
	52	52	52	52	52	52

The Turnpike System is a valuable State asset with a total net valuation of more than \$545 million. Replacing the Turnpike System's infrastructure would cost several billions of dollars. The Turnpike System dedicates a portion of its annual budget to routine highway maintenance. Personnel within the Bureau are responsible for operating and maintaining the system. Safety is of critical importance to personnel within the Bureau and to the travelling public. A number of activities from plowing and deicing the roads, to clearing debris in the shoulders, to maintaining and repairing guardrail are undertaken routinely. As high traffic corridors, mobility is an essential component of the Turnpike System, and personnel work to minimize delay caused by traffic incidents and inclement weather.

Major accomplishments in FY14 included:



- Maintained 14,000 feet of drainage along and under the turnpike system
- Repaired /replaced more than 7,600 feet of guardrail along the turnpike system
- Cleared significant amounts of brush and trees to enhance safety and visibility
- Mowed 3600 acres along the Turnpike roadsides to ensure adequate sight distances and hazard –free vehicle recovery areas
- Used 13,200 tons of salt and \$2.8M on winter maintenance activities

Investment Levels

Funding Sources

Actual FY14		Highway	Federal Aid	Turnpikes	General	Other
\$8.1 M				\$8.0 M		\$0.1 M
Adj. Auth. FY15		Highway	Federal Aid	Turnpikes	General	Other
\$9.6 M				\$9.6 M		

FY 2014 Operating Results; FY 2015 Budget

7050 – Toll Collection (Turnpikes) - Fund 017

Personnel within the bureau manage the E-ZPass program which is a convenient service for travelers on the Turnpike System. The Bureau staff oversees vendor contracts for the E-ZPass Program (i.e. Back Office), Lane System operation and maintenance, and Open Road Tolling System operation and maintenance. Credit card fees and bank fees are also accounted for in the toll collection operation.

Major accomplishments in FY14 include:

- Processed more than 78 million E-ZPass transactions



Investment Levels

Funding Sources



Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$9.0 M			\$9.0 M		
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$11.7 M			\$11.7 M		

FY 2014 Operating Results; FY 2015 Budget

8117 - Compensation Benefits (Turnpikes) - Fund 017

Compensation Benefits include Workers Compensation, Unemployment Compensation, and Retiree Health Benefit costs. The State is self-insured and retains all of the risk associated with claims. The State has established an Employee Benefit Risk Management Fund to account for its uninsured risks of loss related to employee and retiree health benefits. The State retains all of the risk for these health benefits.



Investment Levels

Funding Sources

Actual FY14	Highway	Federal Aid	Turnpikes	General	Other
\$1.5 M			\$1.5 M		
Adj. Auth. FY15	Highway	Federal Aid	Turnpikes	General	Other
\$1.5 M			\$1.5 M		

FY 2014 Operating Results; FY 2015 Budget

Expenses by Discretionary and Non-Discretionary

FY 2014 Actual (\$ millions)

Unaudited - Budgetary		Fund			Total All Funds	
Description		General 010	Highway 015**	Turnpike 017	\$	%
Budgeted Operating Expenses - Discretionary						
Administration - Executive Office			\$ 2.0		\$ 2.0	
Division of Finance			\$ 2.7		\$ 2.7	
Division of Policy & Admin.			\$ 1.8		\$ 1.8	
Division of Highway Operations			\$ 78.0		\$ 78.0	
Turnpikes System				\$ 36.3	\$ 36.3	
Division of Project Development						
AU's 3021, 3025, 3028, 3032, 3033, 3034, 3035, 3036, 3045, 3060			\$ 34.4		\$ 34.4	
Aero, Rail and Transit	\$ 9.6				\$ 9.6	
2021 - FAA Federal Grants - Fund 10	\$ 0.6				\$ 0.6	
Division of Aero, Rail & Transit		\$ 0.2			\$ 0.2	
Total Discretionary Operating Expenses	\$ 10.2	\$ 119.1	\$ 36.3	\$ 165.6	68.60%	
Budgeted Operating Expenses - Non-Discretionary						
Other Non-Discretionary						
Administration (Revolving Funds)						
Division of Highway Operations						
Winter Maintenance		\$ 43.6			\$ 43.6	
Other Highway Programs						
2939 - Transfer's to Other Agencies			\$ 6.6		\$ 6.6	
2940 - General Fund Overhead		\$ 3.0			\$ 3.0	
Benefits - Fund 10						
2937 - Unemployment Compensation					\$ -	
2937 - Worker's Compensation					\$ -	
Benefits - Fund 15						
2941 - Special Retirement Health		\$ 7.7			\$ 7.7	
2941 - Worker's Compensation		\$ 1.1			\$ 1.1	
2941 - Unemployment Compensation					\$ -	
Benefits - Fund 17						
8117 - Special Retirement Health			\$ 0.9		\$ 0.9	
8117 - Worker's Compensation		\$ 0.6			\$ 0.6	
8117 - Unemployment Compensation					\$ -	
Total Other Non-Discretionary Operating Expenses	\$ -	\$ 62.0	\$ 1.5	\$ 63.5	26.30%	
2938 - Debt Service - Fund 15		\$ 12.3			\$ 12.3	
Total Operating Debt Service	\$ -	\$ 12.3	\$ -	\$ 12.3	5.10%	
Total Non-Discretionary Operating Expenses	\$ -	\$ 74.3	\$ 1.5	\$ 75.8	31.40%	
Total Budgeted Operating Exp's	\$ 10.2	\$ 193.4	\$ 37.8	\$ 241.4	100.00%	
Non-Budgeted Operating Expenses - Non-Discretionary						
3070 - Parts Inventory		\$ 1.7			\$ 1.7	
3071 - Motor Fuel Inventory		\$ 15.5			\$ 15.5	
7515 - Transponder Inventory Fund			\$ 0.3		\$ 0.3	
Total Non-Budgeted Operating Expenses	\$ -	\$ 17.2	\$ 0.3	\$ 17.5		
Total Operating Expenses	\$ 10.2	\$ 210.6	\$ 38.1	\$ 258.9		
Appropriations to Safety & Other Agencies *		\$ 83.6		\$ 6.6	\$ 90.2	
Total Expenses	\$ 10.2	\$ 294.2	\$ 44.7	\$ 349.1		

Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

** Fund 15 includes source of funds:

Highway Funds (Unrestricted)

Federal Funds

Other Agency Income

FY 2014 Operating Results; FY 2015 Budget

Expenditures by Program/Function

FY 2014 Actual (\$ millions)

AU	Description	Fund				\$	%
		General 010	Highway 015**	Turnpike 017	Capital 030		
Budgeted Aeronautics, Railroad & Public Transportation							
Aeronautics							
Operations & Maintenance							
2021	AERO Federal Grants	\$ 0.6				\$ 0.6	
2107	Operations & Maintenance	\$ 0.9				\$ 0.9	
Total Aeronautics Operations & Maintenance		\$ 1.5	\$ -	\$ -	\$ -	\$ 1.5	0.62%
Public Transportation							
Operations & Maintenance							
2916	Operations & Maintenance	\$ 8.5				\$ 8.5	
Total Public Transportation Operations & Maintenance		\$ 8.5	\$ -	\$ -	\$ -	\$ 8.5	3.52%
Railroad							
Operations & Maintenance							
2931/2936	Operations & Maintenance	\$ 0.2				\$ 0.2	
Total Railroad Operations & Maintenance		\$ 0.2	\$ -	\$ -	\$ -	\$ 0.2	0.08%
Other (Administration)							
Operations & Maintenance							
2049/2058/3030	Division of Aero, Rail & Transit	\$ 0.2				\$ 0.2	
2937	Unemployment & Workers Comp					\$ -	
Total Other (Administration)		\$ -	\$ 0.2	\$ -	\$ -	\$ 0.2	0.08%
Total Budgeted Aeronautics, Railroad and Public Transportation Exp's		\$ 10.2	\$ 0.2	\$ -	\$ -	\$ 10.4	4.31%
Budgeted Roads & Bridges							
Roads & Bridges							
Operations & Maintenance							
Operations and Maintenance (see below)							
Maintenance		\$ 121.5	\$ 36.4			\$ 157.9	
Road Maintenance		\$ 25.1	\$ 10.7			\$ 35.8	
Building Maintenance		\$ 4.4	\$ 0.7			\$ 5.1	
Equipment Maintenance		\$ 3.6	\$ 0.9			\$ 4.5	
Other Maintenance		\$ 2.5	\$ 0.6			\$ 3.1	
3008 - Bridge Maintenance		\$ 6.9				\$ 6.9	
2928 - Winter Maintenance		\$ 43.6	\$ 3.6			\$ 47.2	
Operations							
3005 - Mechanical Services		\$ 18.7				\$ 18.7	
3009 - Traffic Operations		\$ 8.3				\$ 8.3	
2055/5033 - Welcome Center		\$ 1.3	\$ 1.2			\$ 2.5	
Other Highway Operations: Includes 2073; 3011; 3031; 3048; 3050; 3052; 3055; 3066; 3198; 5032; 5034		\$ 7.0				\$ 7.0	
7022 - Turnpike Administration Support			\$ 9.6			\$ 9.6	
7050 - Turnpike Toll Collections			\$ 9.0			\$ 9.0	
Total Roads & Bridges Operations & Maintenance		\$ -	\$ 121.5	\$ 36.4	\$ -	\$ 157.9	
Debt Service							
2938	GO Bond Debt Service - Fund 15	\$ 12.3				\$ 12.3	
Total Roads & Bridges Debt Service		\$ -	\$ 12.3	\$ -	\$ -	\$ 12.3	
Total Budgeted Roads & Bridges and Debt Service Operating Expenses		\$ -	\$ 133.8	\$ 36.4	\$ -	\$ 170.2	70.51%
Budgeted Other (Administration)							
Operations & Maintenance							
3038	Executive Office	\$ 2.0				\$ 2.0	
3001	Division of Finance	\$ 2.7				\$ 2.7	
2056/3017/3027/5031	Division of Policy & Admin	\$ 1.8				\$ 1.8	
	Division of Project Development (Engineering)	\$ 34.4				\$ 34.4	
2939	Transfer's to Other Agencies	\$ 6.6				\$ 6.6	
2940	General Fund Overhead	\$ 3.0				\$ 3.0	
2941	Unemployment, Workers Comp, Retiree's Health	\$ 8.8				\$ 8.8	
8117	Unemployment, Workers Comp, Retiree's Health		\$ 1.5			\$ 1.5	
Total Budgeted Other (Administration)		\$ -	\$ 59.3	\$ 1.5	\$ -	\$ 60.8	25.19%
Total Budgeted Roads & Bridges, Debt Service, and Administrative Exp's		\$ -	\$ 193.1	\$ 37.9	\$ -	\$ 231.0	95.69%
Total Budgeted Operating Expenses		\$ 10.2	\$ 193.3	\$ 37.9	\$ -	\$ 241.4	100.00%
Non-Budgeted Operating Expenses - Non-Discretionary							
3070	Parts Inventory	\$ 1.7				\$ 1.7	
3071	Motor Fuel Inventory	\$ 15.5				\$ 15.5	
7515	Transponder Inventory Fund		\$ 0.3			\$ 0.3	
Total Non-Budgeted Operating Expenses		\$ -	\$ 17.2	\$ 0.3	\$ -	\$ 17.5	
Total Operating Expenses		\$ 10.2	\$ 210.5	\$ 38.2	\$ -	\$ 258.9	
Appropriations to Safety & Other Agencies *		\$ -	\$ 83.6	\$ 6.6	\$ -	\$ 90.2	
Total Expenses		\$ 10.2	\$ 294.1	\$ 44.8	\$ -	\$ 349.1	

Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

** Fund 15 includes source of funds:

Highway Funds (Unrestricted)

Federal Funds

Other Agency Income

FY 2014 Operating Results; FY 2015 Budget

Highway Fund Expenditures*** Discretionary and Non-Discretionary

FY 2015 Adjusted Authorized Budget, FY 2014 through FY 2012 Actuals (\$ millions)

Unaudited - Budgetary	FY 2015 Budget	% of Total	FY 2014 Actual	% of Total	FY 2013 Actual	% of Total	FY 2012 Actual	% of Total
Description								
Budgeted Operating Expenses - Discretionary								
Administration (Executive Office)	\$ 2.4		\$ 2.0		\$ 2.5		\$ 2.5	
Division of Finance	\$ 3.1		\$ 2.7		\$ 2.7		\$ 3.0	
Division of Policy & Admin.	\$ 2.1		\$ 1.8		\$ 1.8		\$ 1.9	
Division of Highway Operations (See Below)	\$ 90.2		\$ 77.9		\$ 81.9		\$ 90.3	
3007 - Highway Maintenance (See Below)	\$ 41.2		\$ 35.7		\$ 38.9		\$ 47.1	
3007 - Road Maintenance			\$ 25.1		\$ 26.4		\$ 31.3	
3007 - Building Maintenance			\$ 4.5		\$ 4.7		\$ 6.4	
3007 - Equipment Maintenance			\$ 3.6		\$ 4.5		\$ 7.1	
3007 - Other Maintenance			\$ 2.5		\$ 3.3		\$ 2.3	
3008 - Bridge Maintenance	\$ 7.7		\$ 6.9		\$ 7.1		\$ 7.1	
3005 - Mechanical Services	\$ 17.6		\$ 18.8		\$ 15.7		\$ 17.4	
3009 - Traffic Operations	\$ 10.2		\$ 8.3		\$ 8.4		\$ 9.0	
5033 - Welcome Ctrs & Rest Area	\$ 1.6		\$ 1.3					
Other Highway Operations: Includes 2073; 3011; 3031; 3048; 3050; 3052; 3055; 3066; 3198; 5032; 5034 (see below)	\$ 11.9		\$ 7.0		\$ 11.7		\$ 9.8	
2073 - Asset Maintenance			\$ 0.2		\$ 0.2		\$ 0.7	
3011 - Turnpike Bridge Maintenance					\$ 0.6		\$ 0.6	
3031 - Reimbursable Maintenance & Repair	\$ 6.1		\$ 2.0		\$ 2.6		\$ 2.2	
3048 - Maintenance - Critical Repair	\$ 0.3		\$ 0.2		\$ 0.4		\$ 0.4	
3050 - Turnpike Sign Maintenance					\$ 0.2		\$ 0.2	
3052 - Transportation Management Center	\$ 1.8		\$ 1.7				\$ 5.1	
3055 - Inmate Maintenance Crew	\$ 0.1		\$ 0.1					
3066 - Salted Wells	\$ 0.3		\$ 0.2		\$ 0.2		\$ 0.3	
3198 - Fuel Distribution	\$ 1.0		\$ 0.7		\$ 0.8		\$ 0.6	
5032 - Oversize & Overweight Permits	\$ 0.3		\$ 0.2		\$ 0.3		\$ 0.2	
5034 - Lift Bridge Operations	\$ 2.1		\$ 1.7		\$ 1.3		\$ 1.8	
Division of Project Development								
3021, 3025, 3028, 3032, 3033, 3034, 3035, 3036, 3037, 3045, 3060	\$ 38.8		\$ 34.4		\$ 36.5		\$ 37.1	
Division of Aero, Rail & Transit	\$ 0.2		\$ 0.2		\$ 0.2		\$ 0.2	
Total Budgeted Discretionary Operating Expenses	\$ 136.8	66.50%	\$ 119.0	61.56%	\$ 125.6	65.01%	\$ 135.0	68.84%
Budgeted Operating Expenses - Non-Discretionary								
Other Non-Discretionary								
Administration (Revolving Funds)*								
Division of Highway Operations								
2928 - Winter Maintenance	\$ 36.8		\$ 43.6		\$ 38.6		\$ 31.6	
Other Highway Programs								
3018-2939 - Transfer's to Other Agencies	\$ 7.5		\$ 6.6		\$ 5.7		\$ 6.2	
8081/2940 - General Fund Overhead	\$ 3.4		\$ 3.0		\$ 1.9		\$ 2.1	
Benefits - Fund 15								
3016/2941 - Special Retirement								
8115/2941 - Worker's Compensation								
8615/2941 - Unemployment Compensation								
Total Budgeted Non-Discretionary Operating Exp's	\$ 56.9	28%	\$ 62.0	32.07%	\$ 55.3	28.62%	\$ 49.3	25.14%
Debt Service								
7891/2938 - Debt Service	\$ 12.0		\$ 12.3		\$ 12.3		\$ 11.8	
Total Debt Service	\$ 12.0	5.83%	\$ 12.3	6.36%	\$ 12.3	6.37%	\$ 11.8	6.02%
Total Non-Discretionary Operating Expenses	\$ 68.9	33.50%	\$ 74.3	38.44%	\$ 67.6	34.99%	\$ 61.1	31.16%
Total Budgeted Disc. & Non-Disc. Operating Exp's	\$ 205.7	100.00%	\$ 193.3	100.00%	\$ 193.2	100.00%	\$ 196.1	100.00%
Non-Budgeted Operating Expenses - Non-Discretionary								
3070 - Parts Inventory			\$ 1.7		\$ 1.5		\$ 1.8	
3071 - Motor Fuel Inventory			\$ 15.5		\$ 15.5		\$ 14.8	
Total Non-Budgeted Operating Expenses	\$ -	-	\$ 17.2	-	\$ 17.0	-	\$ 16.6	-
Total DOT Operating Expenses	\$ 205.7		\$ 210.5		\$ 210.2		\$ 212.7	
Appropriations to Safety & Other Agencies **	\$ 81.0		\$ 83.6		\$ 79.9		\$ 79.3	
Total Operating Expenses - Fund 15	\$ 286.7		\$ 294.1		\$ 290.1		\$ 292.0	

Source: Statement of Appropriations

* Not Initially Appropriated, funded through Fiscal Committee by a Warrant

** Directly Appropriated by receiving Agency

*** Fund 15 includes source of funds:

Highway Funds (Unrestricted)

Federal Funds

Other Agency Income

FY 2014 Operating Results; FY 2015 Budget

FY 2014 OPERATING RESULTS; FY 2015 BUDGET

Highway Fund Expenditures**

Program/Function

FY 2015 Adjusted Authorized Budget, FY 2014 through FY 2012 Actuals (\$ millions)

Unaudited - Budgetary		FY 2015	% of Budget	FY 2014	% of Actual	FY 2013	% of Actual	FY 2012	% of Actual
AU	Description		Total		Total		Total		Total
Budgeted Aeronautics, Rail & Transit									
Operations & Maintenance									
2049/2058/3030	Division of Aero, Rail & Transit	\$ 0.2		\$ 0.2		\$ 0.2		\$ 0.2	
Total Budgeted Aero., Railroad and Public Transportation Operating Exp's		\$ 0.2	0.10%						
Budgeted Roads & Bridges									
Operations & Maintenance									
Division of Highway Operations (see below)		\$ 127.0		\$ 121.5		\$ 120.5		\$ 121.9	
Maintenance									
3007 - Road Maintenance				\$ 25.1		\$ 26.4		\$ 31.3	
3007 - Building Maintenance				\$ 4.4		\$ 4.7		\$ 6.4	
3007 - Equipment Maintenance				\$ 3.6		\$ 4.5		\$ 7.1	
3007 - Other Maintenance				\$ 2.5		\$ 3.3		\$ 2.3	
3008 - Bridge Maintenance				\$ 7.0		\$ 7.1		\$ 7.1	
2928 - Winter Maintenance				\$ 36.8		\$ 38.6		\$ 31.6	
Operations									
3005 - Mechanical Services				\$ 17.6		\$ 18.8		\$ 17.4	
3009 - Traffic Operations				\$ 10.2		\$ 8.3		\$ 0.9	
5033 - Welcome Center				\$ 1.6		\$ 1.3			
Other Highway Operations: Includes 2073; 3011; 3031; 3048; 3050; 3052; 3055; 3066; 3198; 5032; 5034				\$ 11.9		\$ 7.0		\$ 9.8	
Total Budgeted Roads & Bridges Operations & Maintenance		\$ 127.0	61.77%	\$ 121.5	62.86%	\$ 120.5	62.37%	\$ 121.9	62.16%
Debt Service									
2938	GO Bond Debt Service - Fund 15	\$ 12.0		\$ 12.3		\$ 12.3		\$ 11.8	
Total Budgeted Roads & Bridges Debt Service		\$ 12.0	5.84%	\$ 12.3	6.36%	\$ 12.3	6.37%	\$ 11.8	6.02%
Total Budgeted Roads & Bridges		\$ 139.0	67.61%	\$ 133.8	69.22%	\$ 132.8	68.74%	\$ 133.7	68.18%
Budgeted Other (Administration)									
Operations & Maintenance									
3038	Executive Office	\$ 2.4		\$ 2.1		\$ 2.5		\$ 2.5	
3001	Division of Finance	\$ 3.1		\$ 2.7		\$ 2.7		\$ 3.0	
	Division of Policy & Admin	\$ 2.1		\$ 1.7		\$ 1.8		\$ 1.9	
	Division of Project Development (Engineering)	\$ 38.8		\$ 34.4		\$ 36.5		\$ 37.1	
2939	Transfer's to Other Agencies	\$ 7.5		\$ 6.6		\$ 5.8		\$ 6.2	
2940	General Fund Overhead	\$ 3.3		\$ 3.0		\$ 1.9		\$ 2.1	
2941	Unemployment, Workers Comp, Retiree's Health	\$ 9.2		\$ 8.8		\$ 9.0		\$ 9.4	
Total Budgeted Other Operations & Maintenance (Administration)		\$ 66.4	32.30%	\$ 59.3	30.68%	\$ 60.2	31.16%	\$ 62.2	31.72%
Total Budgeted Roads & Bridges and Other (Administration)		\$ 205.4	99.90%	\$ 193.1	99.90%	\$ 193.0	99.90%	\$ 195.9	99.90%
Total Budgeted Highway Fund		\$ 205.6	100.00%	\$ 193.3	100.00%	\$ 193.2	100.00%	\$ 196.1	100.00%
Non-Budgeted Operating Expenses									
3070	Parts Inventory (Revolving Fund)			\$ 1.7		\$ 1.5		\$ 1.8	
3071	Motor Fuel Inventory (Revolving Fund)			\$ 15.5		\$ 15.5		\$ 14.8	
Total Non-Budgeted Operating Expenses		\$ -		\$ 17.2		\$ 17.0		\$ 16.6	
Total DOT Operating Expenses		\$ 205.6		\$ 210.5		\$ 210.2		\$ 212.7	
Appropriations to Safety & Other Agencies *		\$ 81.0		\$ 83.6		\$ 79.9		\$ 79.3	
Total Operating Expenses		\$ 286.6		\$ 294.1		\$ 290.1		\$ 292.0	

Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

** Fund 15 includes source of funds:

Highway Funds (Unrestricted)

Federal Funds

Other Agency Income

FY 2014 Operating Results; FY 2015 Budget

Highway Fund Expenditures

Program/Function Source of Funds

FY 2014 Actual (\$ millions)

AU	Description	Highway Funds	% of Total	Federal Funds	% of Total	Other Funds	% of Total	2014 Actual Total	% of Total
Budgeted Other (Administration)									
Operations & Maintenance									
2049/2058/3030	Division of Aero, Rail & Transit	\$ 0.2						\$ 0.2	
Total Budgeted Aeronautics, Railroad and Public Transportation Exp's		\$ 0.2	0.13%	\$ -	0.00%	\$ -	0.00%	\$ 0.2	0.10%
Budgeted Roads & Bridges									
Operations & Maintenance									
Division of Highway Operations (see below)		\$ 108.1		\$ 5.9		\$ 7.5		\$ 121.5	
Maintenance									
3007 - Road Maintenance		\$ 25.1						\$ 25.1	
3007 - Building Maintenance		\$ 4.4						\$ 4.4	
3007 - Equipment Maintenance		\$ 3.6						\$ 3.6	
3007 - Other Maintenance		\$ 1.5				\$ 1.0		\$ 2.5	
3008 - Bridge Maintenance		\$ 4.1		\$ 2.0		\$ 0.8		\$ 6.9	
2928 - Winter Maintenance		\$ 43.4				\$ 0.2		\$ 43.6	
Operations									
3005 - Mechanical Services		\$ 17.6				\$ 1.2		\$ 18.8	
3009 - Traffic Operations		\$ 4.0		\$ 3.4		\$ 0.9		\$ 8.3	
5033 - Welcome Center		\$ 1.3						\$ 1.3	
Other Highway Operations: Includes 2073; 3011; 3031; 3048; 3050; 3052; 3055; 3066; 3198; 5032; 5034		\$ 3.1		\$ 0.5		\$ 3.3		\$ 6.9	
Total Budgeted Roads & Bridges Operations & Maintenance		\$ 108.1	69.47%	\$ 5.9	22.18%	\$ 7.5	67.57%	\$ 121.5	62.86%
Budgeted Debt Service									
2938	GO Bond Debt Service - Fund 15	\$ 12.3						\$ 12.3	
Total Budgeted Roads & Bridges Debt Service		\$ 12.3	7.90%	\$ -	0.00%	\$ -	0.00%	\$ 12.3	6.36%
Total Budgeted Roads & Bridges Operating Expenses		\$ 120.4	77.38%	\$ 5.9	22.18%	\$ 7.5	67.57%	\$ 133.8	69.22%
Budgeted Other (Administration)									
Budgeted Operations & Maintenance									
3038	Executive Office	\$ 1.1		\$ 0.9				\$ 2.0	
3001	Division of Finance	\$ 1.6		\$ 1.0		\$ 0.1		\$ 2.7	
	Division of Policy & Admin	\$ 1.4		\$ 0.3				\$ 1.7	
2939	Transfer's to Other Agencies	\$ 6.6				\$ 0.1		\$ 6.7	
Less 3022/Muni Aid	Division of Project Development (Engineering)	\$ 12.5		\$ 18.5		\$ 3.4		\$ 34.4	
2940	General Fund Overhead	\$ 3.0						\$ 3.0	
2941	Unemployment, Workers Comp, Retiree's Health	\$ 8.8						\$ 8.8	
Total Budgeted Other (Administration) Operating Expenses		\$ 35.0	22.49%	\$ 20.7	77.82%	\$ 3.6	32.43%	\$ 59.3	30.68%
Total Budgeted Highway Fund Operating Expenses		\$ 155.6	100.00%	\$ 26.6	100.00%	\$ 11.1	100.00%	\$ 193.3	100.00%
Non-Budgeted Operating Expenses									
3070	Parts Inventory (Revolving Fund)					\$ 1.7		\$ 1.7	
3071	Motor Fuel Inventory (Revolving Fund)					\$ 15.5		\$ 15.5	
Total Non-Budgeted Operating Expenses		\$ -	0.00%	\$ -	0.00%	\$ 17.2	60.78%	\$ 17.2	
Total DOT Operating Expenses		\$ 155.6	100.00%	\$ 26.6	100.00%	\$ 28.3	100.00%	\$ 210.5	
Appropriations to Safety & Other Agencies *		\$ 83.6						\$ 83.6	
Total Operating Expenses		\$ 239.2		\$ 26.6		\$ 28.3		\$ 294.1	

Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

The logo for the New Hampshire Department of Transportation (DOT). It features the word "New Hampshire" in a cursive, black font above the letters "DOT". The "O" in "DOT" is replaced by a white silhouette of the state of New Hampshire. Below "DOT", the words "Department of Transportation" are written in a smaller, black, sans-serif font.

Municipal Aid and Construction



Municipal Aid and Construction

Table of Contents

Municipal Aid and Construction	
Introduction	51
Major Project Highlights	
I-93 Salem to Manchester.....	52
Memorial Bridge	53
Spaulding Turnpike in Newington-Dover	54
Sarah Mildred Long Bridge	55
State and Federal Funded Municipal Aid	
Municipal Bridge - 2942	56
Apportionment A-B - 2943	57
SPR Planning - 2944	58
Municipal Aid - Federal - 2945	59
Municipal Fuel Distribution - 4965	60
State Funded Construction	
State Aid Construction - 2929	61
Betterment - 3039.....	62
Non Participating Construction - 3049.....	63
SB 367 Construction Investment - 8910.....	64
Federal-Aid Funded Construction and Debt	
Consolidated Federal - 3054	65
Garvee Bond Debt - 8683	66
Turnpike Funded Construction and Debt	
I-95 Bridge Purchase Repayment - 5994	67
Renewal - Replacement - 7025	68
Turnpike Debt Service - 7499.....	69
Turnpike Construction - 7500, 7507, 7513, 7514	70
Toll Collection Equipment - 7511	71
Financial Appendix	
Expenditures for Municipal Aid & Construction Investments	
- by Fund Non-Discretionary	F6
Expenditures for Municipal Aid & Construction Investments - Program/Function ..	F7
Highway Fund Expenditures for Municipal Aid and Construction Investments	F8
Highway Fund Expenditures for Municipal Aid and Construction Investments	
- Program/Function.....	F9
Highway Fund Expenditures for Municipal Aid and Construction Investments	
- Program/Function Source of Funds	F10

Municipal Aid and Construction

Consolidated Financial Appendix

Revenue Activity - All Funds.....	F11
Revenue Activity - Highway Fund	F12
All Funds Expenditures by Class.....	F13
Highway Funds Expenditures by Class.....	F14
Activity Charts - All Funds Revenue and Expenses	F15
Activity Charts- Highway Funds Revenue and Expenditures.....	F16

Municipal Aid and Construction

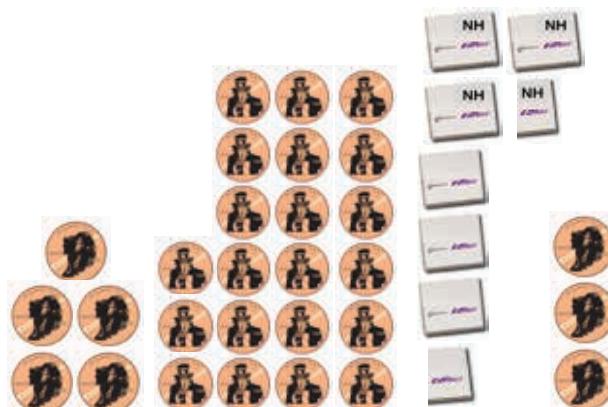
Municipal Aid

The NH Legislature has authorized certain revenues collected for transportation purposes to be used for the benefit of local communities. Some of this aid is financial and distributed directly to the communities and some of it is technical assistance and is related to bridge and road construction. Details of this municipal aid and the associated source of funds follow.

Construction

When particular assets reach the end of useful life, such as with the Memorial Bridge, the NHDOT works to plan, design and oversee construction of the replacement asset. When traffic congestion and economic development needs result in public demand for additional transportation system capacity such as with Interstate I-93, it is also the responsibility of the NHDOT to coordinate the planning, design and construction of changes and enhancements to the transportation system to enhance our citizens' quality of life, and safety and support the economic vitality of our state.

Details of the source of funds for construction – many of which are restricted for that very purpose and are not available for operating costs as well as project summaries of some major construction activities follow.



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$339.2 M	\$37.6 M	\$159.0 M	\$110.2 M	\$17.7 M		\$0.0 M	\$14.7 M
	Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$332.5 M	\$38.6 M	\$157.9 M	\$65.0 M	\$20.9 M		\$33.5 M	\$16.6 M

Major Project Highlights

I-93 Salem to Manchester

Construction on I-93 began in 2005. To date, 19 of 28 projects have been advertised for construction, and 15 of the 19 are complete. The 4 projects actively under construction will be complete in 2016. The total cost for these 19 projects is \$351.23M, 60% of the total construction effort of \$588.65M. There are 9 northern section projects left to advertise for construction. The estimated cost to advertise all remaining construction is \$237.4M. All construction will be complete in 2020.

2014 was another extremely busy year for the I-93 Salem to Manchester corridor. Throughout the year construction pushed forward on work at Exits 2, 3 and 5; engineering and design efforts progressed for the northern projects; and in May, Senate Bill 367 was signed by the governor, securing funding for northern I-93 projects. But most importantly, new sections of I-93 were opened to traffic, easing congestion and providing motorists with long awaited relief from traffic issues in the Salem/Windham area.



The following are this year's highlights:

- Senate Bill 367 was passed by the legislature and signed by the governor, securing funding for I-93 northern section projects
- New southbound (SB) lanes in the Exit 3 area are opened
- Finalized improvements in the Exit 5 area, including ramps, bridges, NH Route 28, park-and-ride, and bus terminal
- An additional SB lane opened between Exits 2 and 3, putting three SB lanes in service from Exit 3 to the Massachusetts border
- Northbound (NB) traffic shifted to the new NB section of the highway and the new NB Exit 3 off-ramp opened
- The last of 19 "Red List" bridges on the corridor was taken out of service

Major Project Highlights

Memorial Bridge

Two years after its predecessor was closed due to deterioration, a new Memorial Bridge reconnecting a vital corridor (US Route 1) between New Hampshire and Maine was opened to traffic on August 8, 2013. The \$81.4 million project was completed in just 18 months. A \$20 million Federal TIGER Grant helped the lift bridge project move forward.

As the project lead in partnership with the State of Maine, New Hampshire Department of Transportation engineers oversaw the design and construction of the project.

The new Memorial Bridge over the Piscataqua River between Portsmouth, NH and Kittery, Maine was built with state-of-the-art technology. It's the first truss bridge in the United States built without gusset plates, which connect bridge beams. The steel portions of the new bridge were finished with a metalized coating expected to last 40-50 years without requiring maintenance. Cost savings, both short-term and long-term, were the focus of the design team.

With NHDOT approval, Archer Western Contractors used some of the following strategies to achieve time and cost efficiencies:



- Maximize the use of recycled materials (with an emphasis on steel) and minimize materials with a significant carbon footprint
- Minimize the weight of the center lift span and tower heights to reduce overall quantities of materials
- Reconstruct of the existing 1922 granite piers to avoid disturbance of the river bed and associated habitat, and to protect the water quality of the Piscataqua River
- Minimize life cycle costs by reducing future maintenance
- Minimize power consumption by selecting motors with ant-friction bearings which decreases horsepower requirements by at least 25 percent
- Eliminate the large machinery house normally required in favor of a smaller, more efficient machinery room that decreases power requirements for heating and ventilation by 50 percent

Major Project Highlights

Spaulding Turnpike Improvements in Newington-Dover

Construction work continues to advance on the \$275 million project which includes transportation infrastructure improvements within a 3.5-mile stretch of the Spaulding Turnpike in Newington-Dover between Exit 1 (Gosling Road) and the Dover Toll Plaza just north of Exit 6. This project will enhance long-term mobility and safety in an area that has seen heavy traffic congestion, and increasing peak hour delays especially during morning and evening commuting hours, as well as, weekend tourist peaks on Fridays and Sundays.

When completed by 2022, the project will reduce traffic congestion, improve safety, and enhance air quality and water quality within the Spaulding Turnpike over the Little Bay. It will four

lanes in each direction between Exit 3 (Woodbury Avenue) and Exit 6 (U.S. Route 4/Dover Point Road), three lanes in each direction south of Exit 3 and north of Exit 6, reduction of five existing partial access interchanges to three full access interchanges (Exit 3, 4, and 6), and the rehabilitation of General Sullivan Bridge for intermodal use (pedestrian, bicycle and recreational use).

Due to the project's complexity, the construction (estimated at \$208 million) has been split into six contracts. It's being paid for with \$177 million of Turnpike funds and \$31 million federal earmark funds and Transportation, Community and System Preservation Program (TCSP) grants.



The contracts consist of the following:

- Construction of new Southbound Little Bay Bridge - Completed
- Newington Spaulding Turnpike Improvements - Completion is September 2015
- Rehabilitation of the Existing Little Bay Bridges - Completion in fall of 2017
- Dover Spaulding Turnpike Improvements - Completion in October 2020
- General Sullivan Bridge Rehabilitation - Completion in fall of 2021
- Newington Maintenance Facility - Completed in 2020

The total project investment is estimated at \$274.5 Million. It includes \$24 Million in engineering costs, \$8.7 Million in Right-of-Way costs, \$4.0 Million for wetland mitigation, \$11.3 Million for Transportation Demand Management, bus transit and rail service support, \$6.2 Million in Park & Ride Lot expansion, and \$220 Million in anticipated construction costs.

Major Project Highlights

Sarah Mildred Long Bridge

Constructed in 1940, the Sarah Mildred Long Bridge (SML) currently serves highway, rail and river traffic traveling over or on the Piscataqua River between Portsmouth, NH, and Kittery, ME, via the U.S. Route 1 Bypass. The SML serves as the principal emergency/alternate route for the I-95 High Level Bridge. The bridge includes a rail crossing which provides the only viable mode of transportation for the Portsmouth Naval Shipyard.



The SML bridge replacement project began construction in December of 2014. The project is actively under construction and will have traffic on the new bridge in the Fall of 2017, with removal of the existing bridge occurring in 2018. The total cost for this project is \$185.0 M, comprised of a contract bid amount of \$158.5 M and \$26.5 M of engineering services and construction inspection. The project received a \$25 M TIGER grant in 2014, which is applied to the total project cost. There is also a functional replacement effort to be completed to restore the functionality of the NH Port Authority for impacts resulting from the new SML bridge. The estimated cost of the functional replacement is \$10 M. All construction will be complete in 2019.

The new bridge includes a number of design features such as:

- Use of an innovative Construction Manager / General Contractor (CMGC) delivery method.
- A concrete, segmental box beam bridge with longer spans, fewer piers and reduced long term maintenance cost versus steel.
- Providing a clear effective opening width of at least 250 feet for ships, versus the current effective opening width of 175 feet
- Reducing the number of lift operations by 64% by providing 60 feet of vertical clearance in the closed position.
- An innovative hybrid bridge lift span with the rail and highway access provided on the same deck of the lift span structure

Municipal Aid and Construction

State and Federal Funded Municipal Aid

2942 – Municipal Bridge - Fund 015

This program, also known as State Aid Bridge, creates a process for communities to apply to the State for funds for the purpose of constructing or reconstructing municipally owned bridges. There is a procedure and process for applying, receiving, designing, and constructing the projects to ensure that everything is acceptable in regards to safety and quality. The funding share is typically 80% state with a 20% local match. State Aid Bridge funds are also used to supplement funding from other sources and in those cases the funding shares will vary.

In fiscal year 2014, the following communities benefitted from the use of Municipal Bridge funds:



Barnstead	Laconia	Stark
Bath	Lincoln	Swanzey
Bedford	Merrimack	Unity
Brentwood	Newport	Wentworth
Campton	Plaistow	Winchester
Canterbury	Portsmouth	
Concord	Richmond	
Gilford	Salem	
Goshen	Salisbury	
Hooksett	Sanbornton	
Keene	Sandwich	
Kingston	Sharon	



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.6 M	\$5.6 M						
Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$6.8 M	\$6.8 M						

Municipal Aid and Construction

State and Federal Funded Municipal Aid

2943 – Apportionment A-B (Block Grant) - Fund 015

By law, all municipalities in the State having Class IV and V mileage are entitled to Highway Block Grant Aid. RSA 235:23 stipulates the funding apportionments. Highway Block Grant Aid



funds represent a portion of the State's highway revenues received in the preceding fiscal year. There are two "pots" of money from which allotments are made. The first, identified as Apportionment A, represents 12% of the State's highway revenues. One-half of that "pot" is distributed among the municipalities based on their population in proportion to the entire State's population. The other half is disbursed based on a municipality's Class IV and V road mileage in proportion to the total statewide Class IV and V mileage.

The formula for dispensing funds from the second "pot" of money (a set sum of \$400,000) is less straightforward. It was established to assist those municipalities having high roadway mileage to maintain and whose overall value of property (on an equalized basis) is very low in relationship to other communities.



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$30.2 M	\$30.2 M						
Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$30.0 M	\$30.0 M						

Municipal Aid and Construction

State and Federal Funded Municipal Aid

2944 – SPR Planning Funds - Fund 015

State Planning and Research (SPR) funds are a category of funds from the Federal Highway Administration (FHWA) that can only be used for activities that lead to responsible planning for the future of surface transportation, the planning of future highway programs and local public transportation systems, the development of management and performance measures to achieve these programs, and data collection efforts to document the effectiveness of the planning efforts. Also included as part of this program is funding for 9 designated regional planning commissions (of which 4 are also federally designated metropolitan planning organizations) to facilitate planning at the regional and local levels.



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$4.3 M	\$0.6 M	\$3.7 M					
	Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$5.6 M		\$5.6 M					

Municipal Aid and Construction

State and Federal Funded Municipal Aid

2945 – Municipal Aid – Federal - Fund 015

Municipal Federal Aid funds are used predominantly for local purposes. For example, a portion of bridge funds that the state receives from FHWA must be used on bridges that are most often municipally owned. Another category of these funds, the Transportation Alternatives Program, have been distributed through an application process and are typically used on infrastructure that is managed by municipalities, like sidewalks or trails.

In fiscal year 2014, the following communities benefitted from the use of Municipal Aid - Federal:

Albany	Belmont	Brookline	Hillsborough	Northumberland
Allenstown	Bennington	Campton	Hooksett	Ossipee
Amherst	Bradford	Canterbury	Hopkinton	Pembroke
Bath	Bristol	Charlestown	Hudson	Peterborough
		Claremont	Keene	Pittsfield
		Concord	Laconia	Plaistow
		Cornish	Lancaster	Portsmouth
		Conway	Lebanon	Rochester
		Dover	Littleton	Salem
		Dublin	Manchester	Somersworth
		Durham	Merrimack	Stark
		Exeter	Milford	Tamworth
		Farmington	Nashua	Tilton
		Franconia	New Boston	Troy
		Franklin	New London	Warner
		Goffstown	Newmarket	Whitefield
		Hampton	Northfield	Winchester



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$13.7 M		\$13.7 M					
Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
		\$28.0 M						

Municipal Aid and Construction

State and Federal Funded Municipal Aid

4965 – Municipal Fuel Distribution - Fund 015

The NHDOT manages a statewide fuel distribution system. The service is available to the DOT fleet, other state agencies, and municipalities. This accounting unit tracks the fuel costs associated with the municipal use of the statewide fuel distribution system.



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M							\$0.0 M
Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
\$15.0 M								\$15.0 M

Municipal Aid and Construction

State Funded Construction

2929 – State Aid Construction - Fund 015

This program allows communities to apply to the State for funds for the purpose of constructing or reconstructing a section of class I, II, or III, highway. Class I, II, and III highways are part of the state system. These funds are usually used by a community when there are local needs that cannot be met by other funding sources, when a local road intersects the state highway that needs improvement, or when the use of a road is more for local purposes than for regional/state purposes. Funding share is typically 2/3 state and 1/3 local, but with approval the state share could be increased, particularly if the community is open to assuming ownership of the highway.



In fiscal year 2014, the following communities benefitted from the use of State Aid Construction funds:

Derry
Moultonborough
Sanbornton

Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.3 M	\$1.2 M						\$0.1 M
	Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$1.7 M	\$1.7 M						

Municipal Aid and Construction

State Funded Construction

3039 – Betterment - Fund 015

The Betterment program was established under RSA 235:23-a and is primarily used for paving on the state system. In addition to paving, the Betterment program provides funding for bridge rehabilitation and for other work that improves the condition of the system. Betterment funds are distributed around the state through work administered by the 6 highway maintenance districts and bridge maintenance. By RSA, the program is funded from 3 cents of the road toll (less 12% for block grant aid).

The Betterment Program is generally targeted to the following categories:

- Bridge - reconstruct and repair NH's non-federal aid eligible bridges.
- Drainage - materials and rented equipment to reconstruct, repair drainage structures.
- Force Account - NHDOT forces prepare and advertise contracts, rent equipment and purchase materials for the unforeseen events.
- Reconstruct Secondary Roads - substantially improved a section of poor roadway
- Resurfacing – new pavement on poor roads makes up more than ½ of the Betterment program.
- Pavement Levelling - purchase of the hot mix asphalt from an approved supplier and NHDOT places the mix with our own forces.
- Signals - advertise contracts to upgrade existing traffic signal systems.
- Stand Alone - unforeseen emergencies that will not be refunded by FEMA or Federal Highway Administration Emergency relief funds.

Investment Levels

Funding Sources



Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$20.0 M		\$2.3 M		\$17.7 M			
Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$20.9 M				\$20.9 M			

Municipal Aid and Construction

State Funded Construction

3049 – Non Participating Construction - Fund 015

This program, Non-Participating Construction, is utilized for unanticipated activities associated with projects that are not eligible for federal reimbursement.



Funding Sources

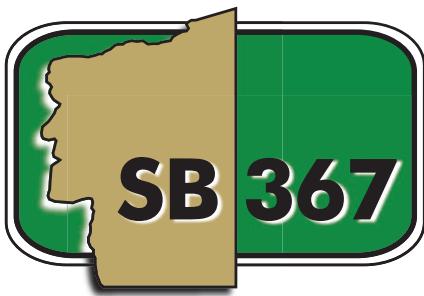
Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.3 M		\$0.3 M					
	Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.1 M	\$0.1 M						

Municipal Aid and Construction

State Funded Construction

8910 - SB367 Construction Investment - Fund 015

Senate Bill 367 provided funding for important transportation investments around the state. The measure added 4.2 cents to the road toll for use on specific projects and programs. Most is dedicated to the reconstruction of I-93 from Salem-Manchester. Funds were also dedicated to paving projects on the state highway system and for local bridges. SB367 also increased the funds for Block Grant Aid, as 12% of the generated revenue was distributed to municipalities through that program. SB367 is expected to sunset around 2033 when the debt service related to I-93 improvements are fully paid for.



Programs funded through SB367 include:

- Block Grant Aid
- I-93 Salem to Manchester
- State Aid for Municipal Bridges
- District Rehabilitation and Resurfacing

Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M						\$0.0 M	
Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
	\$33.5 M						\$33.5 M	

Municipal Aid and Construction

Federal Aid Funded Construction and Debt

3054 Consolidated Federal Aid - Fund 015

Consolidated Federal Aid is the primary funding source for the Department's highway and bridge program. Funding levels are established by the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which establishes targeted federal transportation funding levels and programs. Through the Ten Year Planning process, the Federal Aid Program is generally categorized in the following broad program areas:

- Preservation and Maintenance (PM) - State Designated Programs for pavement resurfacing, culvert repair, guard rail replacement, signing upgrades, etc.
- Bridges (BR) – Bridge related work ranging from preservation and repair to red-list bridge projects
- Interstate 93 (I-93) – Work associated with the major Salem-Manchester I-93 widening and reconstruction project
- Interstate Maintenance (IM) – Interstate related work including pavement resurfacing and preservation projects, as well as Interstate rehabilitation projects
- Federal Programs (FP) - Mandated program funds that are designated to specific transportation areas and have restricted flexibility in use such as the Transportation Alternatives and Congestion Mitigation and Air Quality programs
- Federal Programs for Safety (FPS) - Primarily projects and work efforts associated with the Highway Safety Improvement Program (HSIP)
- Projects (PR) – Individual projects derived through the Ten Year plan
- Engineering (ENG) – Projects that are generally engineering services related unaffiliated with the above programs or categories

14.5 x 

Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$129.6 M		\$117.0 M					\$12.6 M
	Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$103.9 M		\$102.3M					\$1.6 M

Municipal Aid and Construction

Federal Aid Funded Construction and Debt

8683 - GARVEE Bond Debt - Fund 015

Grant Anticipation Revenue Vehicle (GARVEE) is a funding mechanism that pledges federal-aid for the repayment of bonds. In New Hampshire, GARVEE bonds have been issued for the I-93 Salem to Manchester project and may be issued for the US 1 Sarah Mildred Long bridge project.

Authorization for the issuance of these revenue bonds is provided for in RSA 228-A:2. In 2010, the State issued \$80 M in GARVEE bonds. In 2012 the State issued \$115 M in GARVEE bonds at an astounding 1.26% with a total duration of 7 years. An issuance of \$74 M is anticipated in the spring of 2015 to fund the NH share of the Sarah Mildred Long bridge replacement.



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$19.1 M		\$19.1 M					
Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
		\$18.9 M						

Municipal Aid and Construction

Turnpike Funded Construction and Debt

5994 - I-95 Bridge Purchase Repayment - Fund 017

In fiscal year 2010, the Turnpike System acquired a portion of the I-95 Piscataqua River Bridge and 1.6 mile segment of I-95. The bridge provides continuity for the Turnpike System along the Blue Star (I-95) corridor in NH. The Turnpike System executed a Long-Term Note Payable with payments to be made to the State Highway Fund. The original repayment term was to occur over a 20 year period. The term was modified in previous budgets and will be paid off in 6 years with the final payment of approximately \$0.4 M to occur in fiscal year 2016.



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$15.0 M			\$15.0 M				
	Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$14.2 M			\$14.2 M				

Municipal Aid and Construction

Turnpike Funded Construction and Debt

7025 – Renewal and Replacement - Fund 017

The Renewal and Replacement (R&R) program allows for the continued maintenance of Turnpike's 89 miles of roadway (655 lane miles) and 170 bridges along the Everett, Blue Star and Spaulding Turnpikes. In addition, these assets include drainage structures, guardrail, lighting, signage and building and grounds facilities, such as maintenance sheds, toll plazas, rest areas and an administration building.

The Turnpike System funds R&R invested from budgeted appropriations at levels based on independent engineer recommendations. Appropriations for the R&R program do not lapse and

are carried forward to subsequent years. Non-invested prior fiscal year appropriations are available in future fiscal years.

In January 2012, an engineering consulting firm completed an assessment of the R&R program. In addition to assessing the performance of the program and the condition of the infrastructure, this assessment provided recommended funding levels and insight to bonding agencies and holders of Turnpike debt. The program assessment showed that the Bureau of Turnpikes infrastructure is in generally "good" condition. Good condition can generally be characterized as a state whereby that component is in appropriate working order to provide the necessary level of service, and requires only the anticipated minor maintenance that would be expected in the life cycle.



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$11.1 M			\$11.1 M				
Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other	
			\$8.9 M					

Municipal Aid and Construction

Turnpike Funded Construction and Debt

7499 – Turnpike Debt Service - Fund 017

The Legislature has established a 10-year highway construction and reconstruction plan for the Turnpike System to be funded from Turnpike revenues. This legislation also authorized the Governor and Executive Council to issue up to \$766 million of bonds to support this plan. As of June 30, 2014 bonds authorized and un-issued amounted to \$102.5 million. Authorization for the issuance of these Turnpike revenue bonds is provided for in RSA 237-A:2.

In February 2012, the State issued \$65.4 million of Turnpike System revenue refunding bonds. The interest rates on the new bonds are 5% and will result in cash savings through 2024 of \$9.45 million.



In August 2012, the State issued \$110.2 million of Turnpike System revenue bonds. The interest rates on these new bonds are 3% to 5%.

An issuance of \$50 million is anticipated in the Spring of 2015 to fund several Turnpike projects in the Ten Year Transportation Improvement Plan.



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$38.9 M		\$2.9 M	\$36.0 M				
	Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$45.0 M		\$3.1 M	\$41.9 M				

Municipal Aid and Construction

Turnpike Funded Construction and Debt

7500, 7507, 7512, 7513, 7514 – Turnpike Construction Program - Fund 017

The current Bureau of Turnpikes' Construction program was initiated in FY 2008 and supports 89 miles of Turnpikes and 170 bridges. Turnpikes facilities are comprised of three limited access highways, the Blue Star (I-95 at 16.2 miles), the Spaulding (NH 16 at 33.2 miles) and the F.E. Everett (US 3, I-293 and I-93 at 39.5 miles) Turnpikes. The Construction program includes projects previously authorized through the State's Ten Year Transportation Improvement Plans (TYP).

The program's primary goal is to address the construction needs on the three Turnpikes with a focus on the rehabilitation or replacement of red-listed bridges, improving safety and reducing congestion. At the completion of FY2014, nine (9) bridges have been removed from the red-list.

Major activities in the program include:

- Newington-Dover, Little Bay Bridge and Spaulding Turnpike Improvements
- Bow-Concord, I-93 Bridges & Highway Improvements
- Manchester, I-293 Bridge work
- Hampton Falls-Hampton, I-95 bridge over the Taylor River
- Bedford-Merrimack, Open Road Tolling



Funding Sources

Investment Levels	Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$42.8 M			\$40.9 M				\$1.9 M
	Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
	\$0.0 M			\$0.0 M				

Municipal Aid and Construction

Turnpike Funded Construction and Debt

7511 – Toll Collection Equipment - Fund 017

A wide range of equipment is utilized in the collection of tolls in both the cash lanes and the E-ZPass lanes. To continue regular collection and to improve efficiency the equipment and systems that support them are upgraded systematically.



Funding Sources

Investment Levels

Actual FY 14	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$7.3 M			\$7.3 M				
Adj. Auth FY 15	Highway	Federal Aid	Turnpikes	Betterment	General	SB 367	Other
\$0.0 M			\$0.0 M				

Municipal Aid and Construction

Expenditures for Municipal Aid & Construction Investments - by Fund Non-Discretionary Non-Operating Expenses

MUNICIPAL AID AND CONSTRUCTION

FY 2014 Actual (\$ millions)						Total All Funds
Unaudited - Budgetary		Fund				
Description		General 010	Highway 015**	Turnpike 017	Capital 030***	\$ %
Budgeted						
Construction Debt Service						
Debt Service - Fund 17						
5994 - I-95 Bridge Purchase Repayment - Fund 17				\$ 15.0		\$ 15.0
7499 - Debt Service - Fund 17				\$ 38.9		\$ 38.9
8683 - Garvee Bond Debt Service - Fund 15		\$ 19.1				\$ 19.1
Total Construction Debt Service	\$ -	\$ 19.1	\$ 53.9	\$ -	\$ 73.0	20.55%
Municipal Aid						
Division of Project Development						
2942 - Municipal Bridge Program		\$ 5.6				\$ 5.6
2943 - Apportionment A - B (Block Grant)		\$ 30.2				\$ 30.2
2944 - SPR Planning Funds		\$ 4.3				\$ 4.3
2945 - Municipal Aid - Federal		\$ 13.7				\$ 13.7
Total Municipal Aid	\$ -	\$ 53.8	\$ -	\$ -	\$ 53.8	15.14%
Construction						
Capital Projects - Fund 30 Bonded					\$ 16.1	\$ 16.1
Turnpikes System						
7025 - Renewal & Replacement			\$ 11.1			\$ 11.1
75XX - Construction Repair Materials			\$ 50.2			\$ 50.2
Construction Program Funds						
2929 - State Aid Construction		\$ 1.3				\$ 1.3
3039 - Betterment		\$ 20.0				\$ 20.0
3049 - Non-Par Construction/Reconstruction		\$ 0.3				\$ 0.3
FHWA Grant Anticipation Fund						
3054 - Consolidated Federal Aid		\$ 129.5				\$ 129.5
Total Construction	\$ -	\$ 151.1	\$ 61.3	\$ 16.1	\$ 228.5	64.31%
Total Budgeted Municipal Aid & Const. Expenses	\$ -	\$ 224.0	\$ 115.2	\$ 16.1	\$ 355.3	100.00%
Non-Budgeted Expenses						
2934 - Rr Rehab Loan Revolving	\$ 0.3					\$ 0.3
2991 - Special Railroad Fund	\$ 0.4					\$ 0.4
1843 - I-93 Construction Project *		\$ 46.2				\$ 46.2
3311 - Non Par I-93						\$ -
Total Non-Budgeted Expenses	\$ 0.7	\$ 46.2	\$ -	\$ -	\$ 46.9	
Total Municipal Aid & Construction Expenses	\$ 0.7	\$ 270.2	\$ 115.2	\$ 16.1	\$ 402.2	

Source: Statement of Appropriations

* I-93 Project Costs funded by Garvee Bond proceeds

** Fund 15 includes source of funds:

Highway Funds (Unrestricted)

Betterment Funds

Federal Funds

Other Agency Income

*** Bonded - Authorized by HB 25

Municipal Aid and Construction

Expenditures for Municipal Aid & Construction Investments by Program/Function FY 2014 Actual (\$ millions)

AU	Description	Fund				\$	%
		General 010	Highway 015*	Turnpike 017	Capital 030**		
Aeronautics, Railroad & Public Transportation							
Aeronautics						\$ 11.1	\$ 11.1
Capital Projects - Bonded							
Total Aeronautics		\$ -	\$ -	\$ -	\$ 11.1	\$ 11.1	3.13%
Public Transportation							
0873 ARRA Transit Capital Assistance		\$ -				\$ -	
Capital Projects - Bonded						0.1	\$ 0.1
Total Public Transportation		\$ -	\$ -	\$ -	\$ 0.1	\$ 0.1	0.03%
Railroad							
Capital Projects - Bonded						1.4	\$ 1.4
Total Railroad		\$ -	\$ -	\$ -	\$ 1.4	\$ 1.4	0.39%
Total Aeronautics, Railroad and Public Transportation		\$ -	\$ -	\$ -	\$ 12.6	\$ 12.6	3.55%
Roads & Bridges							
Roads & Bridges Construction							
3075 Emergency Flood Repairs						\$ -	
2929/3039/3049 Construction Program Funds (Betterment & Non-Par)			\$ 21.6			\$ 21.6	
3054/3311 FHWA Grant Anticipation Fund (Consolidated Fed & I-93)		\$ 129.5				\$ 129.5	
9699 ARRA Funds - Fund 15						\$ -	
7025 Renewal & Replacement				\$ 11.1		\$ 11.1	
75XX Construction Repair Materials				\$ 50.1		\$ 50.1	
Capital Projects - Bonded					\$ 3.4	\$ 3.4	
Total Roads & Bridges Construction		\$ -	\$ 151.1	\$ 61.2	\$ 3.4	\$ 215.7	
Debt Service							
8683 Garvee Bond Debt Service			\$ 19.1			\$ 19.1	
5994 I-95 Bridge Purchase Repayment				\$ 15.0		\$ 15.0	
7499 Turnpike Revenue Bond Debt Service				\$ 39.0		\$ 39.0	
Total Debt Service		\$ -	\$ 19.1	\$ 54.0	\$ -	\$ 73.1	
Total Roads & Bridges Construction and Debt Service		\$ -	\$ 170.2	\$ 115.2	\$ 3.4	\$ 288.8	81.31%
Municipal Aid							
2942 Municipal Bridge Program			\$ 5.6			\$ 5.6	
2943 Apportionment A - B (Block Grant)			\$ 30.2			\$ 30.2	
2944 SPR Planning Funds			\$ 4.3			\$ 4.3	
2945 Municipal Aid - Federal			\$ 13.7			\$ 13.7	
Total Municipal Aid		\$ -	\$ 53.8	\$ -	\$ -	\$ 53.8	15.15%
Total Roads & Bridges Construction and Municipal Aid Expenses		\$ -	\$ 224.0	\$ 115.2	\$ 3.4	\$ 342.6	96.45%
Total Budgeted Expenses		\$ -	\$ 224.0	\$ 115.2	\$ 16.0	\$ 355.2	100.00%
Non-Budgeted Expenses							
2934 Rr Rehab Loan Revolving		\$ 0.3				\$ 0.3	
2991 Special Railroad Fund		\$ 0.4				\$ 0.4	
1843 I-93 Construction Project *			\$ 46.2			\$ 46.2	
3311 Non Par I-93						\$ -	
Total Non-Budgeted Expenses		\$ 0.7	\$ 46.2	\$ -	\$ -	\$ 46.9	
Total Municipal Aid & Construction Expenses		\$ 0.7	\$ 270.2	\$ 115.2	\$ 16.0	\$ 402.1	

Source: Statement of Appropriations

* Fund 15 includes source of funds:

Highway Funds (Unrestricted)

Betterment Funds

Federal Funds

Other Agency Income

** Bonded - Authorized by HB 25

Municipal Aid and Construction

Highway Fund Expenditures for Municipal Aid & Construction Investments**

FY 2015 Adjusted Authorized Budget, FY 2014 through FY 2012 Actuals (\$ millions)

Unaudited - Budgetary	FY 2015 Budget	% of Total	FY 2014 Actual	% of Total	FY 2013 Actual	% of Total	FY 2012 Actual	% of Total
Budgeted Debt Service								
8683 - Garvee Bond Debt Service	\$ 18.9		\$ 19.1		\$ 7.0		\$ 3.6	
Total Budgeted Debt Service	\$ 18.9	7.15%	\$ 19.1	8.53%	\$ 7.0	3.12%	\$ 3.6	1.55%
Budgeted Municipal Aid								
Division of Project Development								
3012/2942 - Municipal Bridge Program	\$ 6.8		\$ 5.6		\$ 7.4		\$ 5.2	
3013/2943 - Apportionment A - B (Block Grant)	\$ 30.0		\$ 30.2		\$ 29.9		\$ 34.5	
3022/2944 - SPR Planning Funds	\$ 5.6		\$ 4.3		\$ 4.6		\$ 4.2	
2945 - Municipal Aid - Federal	\$ 28.0		\$ 13.7					
4965 - Municipal Fuel Distribution	\$ 15.0							
Total Budgeted Municipal Aid	\$ 85.4	32.29%	\$ 53.8	24.02%	\$ 41.9	18.65%	\$ 43.9	18.89%
Budgeted Construction Funds								
Administration								
3075 - Emergency Flood Repairs					\$ 1.9		\$ 1.7	
Construction Program Funds								
2929 - State Aid Construction	\$ 1.7		\$ 1.3					
3039 - Betterment	\$ 21.0		\$ 20.0		\$ 30.1		\$ 29.9	
3049 - Non-Par Construction/Reconstruction	\$ 0.1		\$ 0.3					
8910 - SB 367 Capital Investment	\$ 33.5							
FHWA Grant Anticipation Fund								
3054 - Consolidated Federal Aid	\$ 103.9		\$ 129.5		\$ 143.2		\$ 145.7	
ARRA Funds					\$ 0.6		\$ 7.6	
Total Budgeted Construction Funds	\$ 160.2	60.57%	\$ 151.1	67.46%	\$ 175.8	78.24%	\$ 184.9	79.56%
Total Budgeted Municipal Aid & Construction Exp's	\$ 264.5	100.00%	\$ 224.0	100.00%	\$ 224.7	100.00%	\$ 232.4	100.00%
Non-Budgeted Expenses								
1843 - I-93 Construction Project *			\$ 46.2		\$ 42.9		\$ 31.6	
3311 - Non Par I-93								
Total Non-Budgeted Expenses	\$ -		\$ 46.2		\$ 42.9		\$ 31.6	
Total Municipal Aid & Construction Expenses	\$ 264.5		\$ 270.2		\$ 267.6		\$ 264.0	

Source: Statement of Appropriations

* I-93 Project Costs funded by Garvee Bond proceeds.

* Fund 15 includes source of funds:

Highway Funds (Unrestricted)

Betterment Funds

Federal Funds

Other Agency Income

SB367 effective for FY 2015 Adjusted Authorized Budget

Municipal Aid and Construction

Highway Fund Expenditures for Municipal Aid & Construction Investments* Program/Function

FY 2015 Adjusted Authorized Budgeted, FY 2014 through FY 2012 Actuals (\$ millions)

AU	Description	FY 2015 Budget	% of Total	FY 2014 Actual	% of Total	FY 2013 Actual	% of Total	FY 2012 Actual	% of Total
Budgeted Roads & Bridges									
Construction									
3075	Emergency Flood Repairs					\$ 1.9		\$ 1.7	
2929/3039/3049/8910	Construction Program Funds (Betterment, Non-Par & SB 367)	\$ 56.3		\$ 21.6		\$ 32.2		\$ 29.9	
1843/3054/3311	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)	\$ 103.9		\$ 175.7		\$ 186.1		\$ 177.3	
9699	ARRA Funds - Fund 15					\$ 0.6		\$ 7.6	
Total Budgeted Roads & Bridges Construction		\$ 160.2	60.57%	\$ 197.3	73.02%	\$ 220.8	81.84%	\$ 216.5	82.01%
Debt Service									
8683	Garvee Bond Debt Service **	\$ 18.9		\$ 19.1		\$ 7.0		\$ 3.6	
Total Budgeted Roads & Bridges Debt Service		\$ 18.9	7.15%	\$ 19.1	7.07%	\$ 7.0	2.59%	\$ 3.6	1.36%
Total Budgeted Roads & Bridges Construction		\$ 179.1	67.71%	\$ 216.4	80.09%	\$ 227.8	84.43%	\$ 220.1	83.37%
Budgeted Municipal Aid									
2944	SPR Planning Funds	\$ 5.6		\$ 4.3		\$ 4.6		\$ 4.2	
2945	Municipal Aid - Federal	\$ 28.0		\$ 13.7					
2942	Municipal Bridge Program	\$ 6.8		\$ 5.6		\$ 7.5		\$ 5.2	
2943	Apportionment A - B (Block Grant)	\$ 30.0		\$ 30.2		\$ 29.9		\$ 34.5	
4965	Municipal Fuel Distribution	\$ 15.0							
Total Budgeted Municipal Aid		\$ 85.4	32.29%	\$ 53.8	19.91%	\$ 42.0	15.57%	\$ 43.9	16.63%
Non-Budgeted Expenses									
1843	I-93 Construction Project *			\$ 46.2		\$ 42.9		\$ 31.6	
3311	Non Par I-93								
Total Non-Budgeted Expenses		\$ -	-	\$ 46.2	-	\$ 42.9		\$ 31.6	
Total Highway Fund Municipal Aid & Construction Expenses		\$ 264.5	100.00%	\$ 270.2	100.00%	\$ 269.8	100.00%	\$ 264.0	100.00%

Source: Statement of Appropriations

* Fund 15 includes source of funds:

Highway Funds (Unrestricted)

Betterment Funds

Federal Funds

Other Agency Income

SB367 effective for FY 2015 Adjusted Authorized Budget

Municipal Aid and Construction

Highway Fund Expenditures for Municipal Aid & Construction Investments

Program/Function Source of Funds

FY 2014 Actual (\$ millions)

AU	Description	Highway	% of	Federal	% of	Other	% of	2014	% of
		Funds	Total	Funds	Total	Funds	Total	Actual	Total
Unaudited - Budgetary									
Roads & Bridges									
Construction									
3075	Emergency Flood Repairs								
2929/3039/3049/8910	Construction Program Funds (Betterment, Non-Par & SB 367)	\$ 1.2		\$ 2.5		\$ 17.9		\$ 21.6	
1843/3054/3311	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)			\$ 168.7		\$ 7.0		\$ 175.7	
9699	ARRA Funds - Fund 15							\$ -	
Total Roads & Bridges Construction		\$ 1.2	3.18%	\$ 171.2	82.47%	\$ 24.9	100.00%	\$ 197.3	73.02%
Debt Service									
8683	Garvee Bond Debt Service **			\$ 19.1				\$ 19.1	
Total Roads & Bridges Debt Service		\$ -	0.00%	\$ 19.1	9.20%	\$ -	0.00%	\$ 19.1	7.07%
Total Roads & Bridges & Debt Service Expenses		\$ 1.2	3.18%	\$ 190.3	91.67%	\$ 24.9	100.00%	\$ 216.4	80.09%
Municipal Aid									
2942	Municipal Bridge Program	\$ 5.6						\$ 5.6	
2943	Apportionment A - B (Block Grant)	\$ 30.2						\$ 30.2	
2944	SPR Planning Funds	\$ 0.7		\$ 3.7				\$ 4.4	
2945	Municipal Aid - Federal			\$ 13.6				\$ 13.6	
4965	Municipal Fuel Distribution								
Total Municipal Aid		\$ 36.5	96.82%	\$ 17.3	8.33%	\$ -	0.00%	\$ 53.8	19.91%
Total Highway Fund Municipal Aid & Construction Expenses		\$ 37.7	100.00%	\$ 207.6	100.00%	\$ 24.9	100.00%	\$ 270.2	100.00%

Source: Statement of Appropriations

CONSOLIDATED FINANCIAL SUMMARY

Consolidated Financial Summary

Revenue Activity

All Funds

FY 2014 Actual (\$ millions)

UNAUDITED - BUDGETARY	Fund				
	General 010	Highway 015	Turnpike 017	Capital 030	Total
Unrestricted:					
Revenue Collected by the Department of Safety (DOS):					
Gasoline Road Toll		\$ 124.7			\$ 124.7
Motor Vehicle Fees		\$ 109.2			\$ 109.2
Sale of Vehicles		\$ 0.1			\$ 0.1
Total Revenue Collected by DOS	-	\$ 234.0	-	-	\$ 234.0
Motor Vehicle Fines (Collected by the Courts)		\$ 7.2			\$ 7.2
Revenue Collected by the Department of Transportation (DOT):					
Sale of Service - Reimbursements from Turnpikes					\$ -
I-95 Bridge Sale		\$ 15.0			\$ 15.0
Cash Toll Receipts - Blue Star			\$ 17.2		\$ 17.2
Cash Toll Receipts - Central			\$ 14.3		\$ 14.3
Cash Toll Receipts - Spaulding			\$ 4.8		\$ 4.8
Electronic Toll Collections - Blue Star			\$ 39.4		\$ 39.4
Electronic Toll Collections - Central			\$ 28.3		\$ 28.3
Electronic Toll Collections - Spaulding			\$ 9.8		\$ 9.8
Turnpike Miscellaneous			\$ 0.2		\$ 0.2
Other Unrestricted Revenues		\$ 0.7	\$ 0.9	\$ 1.5	\$ 3.1
Total Revenue Collected by DOT	\$ 0.7	\$ 15.9	115.5	-	\$ 132.1
Total Unrestricted Revenue	\$ 0.7	\$ 257.1	115.5	-	\$ 373.3
Restricted:					
Federal Funds - FHWA					
Consolidated Federal Aid		\$ 123.3			\$ 123.3
Municipal Fed Aid (Construction)		\$ 13.7			\$ 13.7
Non-Participating (Construction)		\$ 4.3			\$ 4.3
Direct Labor Allocation		\$ 12.5			\$ 12.5
Overhead Allocation		\$ 8.1			\$ 8.1
Pavement Marking Program		\$ 3.4			\$ 3.4
SPR Planning & Research Funds		\$ 5.5			\$ 5.5
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement		\$ 2.0			\$ 2.0
PSU Weather Initiative		\$ 0.1			\$ 0.1
Other Federal Funds		\$ 0.1			\$ 0.1
Federal Funds - FAA					
FAA Airport Improvement	\$ 0.6			\$ 10.0	\$ 10.6
Federal Funds - FTA					
Public Transportation Division	\$ 8.3				\$ 8.3
Federal Funds - FRA					
Railroad Grants					\$ -
Federal Funds - Emergency					
FEMA/FHWA Emergency		\$ 2.3			\$ 2.3
Federal Funds - American Reinvestment & Recovery Act (ARRA)					
ARRA Programs					\$ -
Federal Funds - Debt Service					
Bonds Debt Service		\$ 19.0	\$ 2.9		\$ 21.9
Total Federal Funds	\$ 8.9	\$ 194.3	\$ 2.9	\$ 10.0	\$ 216.1
Revolving Funds					
Garage Income - Equipment Usage & Sales					\$ -
Fleet Parts Inventory		\$ 1.6			\$ 1.6
Motor Fuel Sales		\$ 16.6			\$ 16.6
Transponder Sales			\$ 0.6		\$ 0.6
Other Revolving Funds	\$ 0.1				\$ 0.1
Total Revolving Funds	\$ 0.1	\$ 18.2	\$ 0.6	\$ -	\$ 18.9
Private & Local Funds					
Interstate Bridge Authority		\$ 0.5			\$ 0.5
Consolidated Federal Aid - Local Match		\$ 9.3			\$ 9.3
Requested Maintenance/Repairs		\$ 1.8			\$ 1.8
Betterment Local Reimbursement					\$ -
Public Works Employee Memorial					\$ -
Other Private & Local Funds	\$ 0.2	\$ 0.2	\$ 1.9		\$ 2.3
Total Private & Local Funds	\$ 0.2	\$ 11.8	\$ 1.9	\$ -	\$ 13.9
Intra-Agency Transfers					
Agency Income					
Betterment FEMA Reimbursement					\$ -
Highway Betterment		\$ 21.1			\$ 21.1
ROW Property Sales		\$ 3.6			\$ 3.6
Other Agency Income	\$ 1.0	\$ 7.4	\$ 0.1		\$ 8.5
Total Agency Income	\$ 1.0	\$ 32.1	\$ 0.1	\$ -	\$ 33.2
Total Restricted Revenue - DOT	\$ 10.2	\$ 259.0	\$ 5.5	\$ 10.0	\$ 284.7
Total Restricted Revenue - Other Agencies		\$ 7.7	\$ 1.2		\$ 8.9
Sub-Total Revenue *	\$ 10.9	\$ 523.8	\$ 122.2	\$ 10.0	\$ 666.9
Funding from Bond Proceeds		\$ 46.2	\$ 31.1		\$ 77.3
Total Revenue - All Funds	\$ 10.9	\$ 570.0	\$ 153.3	\$ 10.0	\$ 744.2

* Source: Revenue Source Summary of Unrestricted and Restricted Revenues reports

Consolidated Financial Summary

Report B: Revenue Activity - Highway Fund 015 FY 2014 - 2013 - 2012 Actuals (\$ millions)

UNAUDITED - BUDGETARY	Notes	CHG 2014 vs. 2013			CHG 2013 vs. 2012			FY 2012
		FY 2014	\$	%	FY 2013	\$	%	
Unrestricted:								
Revenue Collected by the Department of Safety (DOS):								
Gasoline Road Toll		\$ 124.7	\$ 1.6	1.3%	\$ 123.1	\$ -	0.0%	\$ 123.1
Motor Vehicle Fees		\$ 109.2	\$ 3.6	3.3%	\$ 105.6	\$ 0.3	0.3%	\$ 105.3
Sale of Vehicles		\$ 0.1	\$ -	0.0%	\$ 0.1	\$ -	0.0%	\$ 0.1
Total Revenue Collected by DOS		\$ 234.0	\$ 5.2	2.2%	\$ 228.8	\$ 0.3	0.1%	\$ 228.5
Motor Vehicle Fines (Collected by the Courts)		\$ 7.2	\$ 0.2	2.8%	\$ 7.0	\$ (0.8)	-11.4%	\$ 7.8
Revenue Collected by the Department of Transportation (DOT):								
Sale of Service - Reimbursements from Turnpikes	(1)	\$ -	\$ (6.9)		\$ 6.9	\$ 3.8	55.1%	\$ 3.1
Administrative Overhead Cost - from Turnpikes	(2)	\$ -	\$ (2.4)		\$ 2.4	\$ 0.1	4.2%	\$ 2.3
Federal Overhead Billing	(3)	\$ -	\$ (12.3)		\$ 12.3	\$ (2.6)	-21.1%	\$ 14.9
Retro Turnpike Toll Credit *		\$ -	\$ -		\$ -	\$ (1.4)		\$ 1.4
I-95 Bridge Sale *	(4)	\$ 15.0	\$ (11.0)	-73.3%	\$ 26.0	\$ -	0.0%	\$ 26.0
Other Unrestricted Revenues		\$ 0.9	\$ 0.9	100.0%	\$ -	\$ (1.1)		\$ 1.1
Total Revenue Collected by DOT		\$ 15.9	\$ (31.7)	-199.4%	\$ 47.6	\$ (1.2)	-2.5%	\$ 48.8
Total Unrestricted Revenue		\$ 257.1	\$ (26.3)	-10.2%	\$ 283.4	\$ (1.7)	-0.6%	\$ 285.1
Restricted:								
Federal Funds								
Consolidated Fed Aid (Construction)		\$ 123.3	\$ 4.3	3.5%	\$ 119.0	\$ (19.9)	-16.7%	\$ 138.9
Municipal Fed Aid (Construction)	(5)	\$ 13.7	\$ 13.7	100.0%	\$ -	\$ -		
Non-Participating (Construction)	(6)	\$ 4.3	\$ -		\$ -	\$ -		
Direct Labor Allocation	(6)	\$ 12.5	\$ 6.2	49.6%	\$ 6.3	\$ -	0.0%	\$ 6.3
Overhead Allocation	(6)	\$ 8.1	\$ -		\$ -	\$ -		
Pavement Marking Program		\$ 3.4	\$ 0.3	8.8%	\$ 3.1	\$ 0.3	9.7%	\$ 2.8
SPR Planning & Research Funds		\$ 5.5	\$ 1.1	20.0%	\$ 4.4	\$ (0.3)	-6.8%	\$ 4.7
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement		\$ 2.0	\$ (0.3)	-15.0%	\$ 2.3	\$ 0.3	13.0%	\$ 2.0
PSU Weather Initiative	(7)	\$ 0.1	\$ (3.7)	-3700.0%	\$ 3.8	\$ 2.6	68.4%	\$ 1.2
Other Federal Funds		\$ 0.1	\$ -	0.0%	\$ 0.1	\$ (0.2)	-200.0%	\$ 0.3
Federal Funds - Emergency		\$ 2.3	\$ -	0.0%	\$ 2.3	\$ (0.4)	-17.4%	\$ 2.7
FEMA/FHWA Emergency Funds		\$ -	\$ -		\$ -	\$ -		
Federal Funds - American Reinvestment & Recovery Act (ARRA)								
ARRA Programs *	(8)	\$ -	\$ (0.7)		\$ 0.7	\$ (6.9)	-985.7%	\$ 7.6
Federal Funds - Debt Service								
Bonds Debt Service		\$ 19.0	\$ 12.0	63.2%	\$ 7.0	\$ 3.4	48.6%	\$ 3.6
Total Federal Funds		\$ 194.3	\$ 32.9	16.9%	\$ 149.0	\$ (21.1)	-14.2%	\$ 170.1
Revolving Funds								
Garage Income - Equipment Usage	(10)	\$ -	\$ (14.6)		\$ 14.6	\$ (1.0)	-6.8%	\$ 15.6
Fleet Parts Inventory		\$ 1.6	\$ 0.4	25.0%	\$ 1.2	\$ (0.6)	-50.0%	\$ 1.8
Motor Fuel Sales		\$ 16.6	\$ 0.5	3.0%	\$ 16.1	\$ 1.5	9.3%	\$ 14.6
Total Revolving Funds		\$ 18.2	\$ (13.7)	-75.3%	\$ 31.9	\$ (0.1)	-0.3%	\$ 32.0
Private & Local Funds								
Interstate Bridge Authority		\$ 0.5	\$ -	0.0%	\$ 0.5	\$ 0.1	20.0%	\$ 0.4
Consolidated Fed Aid (Construction) - Local Match	(11)	\$ 9.3	\$ (17.9)	-192.5%	\$ 27.2	\$ 16.9	62.1%	\$ 10.3
Requested Maintenance & Repairs		\$ 1.8	\$ 0.5	27.8%	\$ 1.3	\$ (0.7)	-53.8%	\$ 2.0
Betterment - Local Match		\$ -	\$ -		\$ -	\$ (0.1)		\$ 0.1
Public Works Employee Memorial		\$ 0.2	\$ (0.5)	-250.0%	\$ 0.7	\$ (0.4)	-57.1%	\$ 1.1
Other Private & Local Funds		\$ 11.8	\$ (17.9)	-151.7%	\$ 29.7	\$ 15.8	53.2%	\$ 13.9
Total Private & Local Funds		\$ 2.6	\$ 2.0	76.9%	\$ 0.6	\$ -	0.0%	\$ 0.6
Total Intra-Agency Transfers								
Agency Income								
Betterment FEMA Reimbursement	(12)	\$ -	\$ (1.5)	-100.0%	\$ 1.5	\$ 0.6	40.0%	\$ 0.9
Highway Betterment		\$ 21.1	\$ 0.3	1.4%	\$ 20.8	\$ -	0.0%	\$ 20.8
ROW Property Sales		\$ 3.6	\$ 0.8	22.2%	\$ 2.8	\$ 2.8	100.0%	
Other Agency Income	(13)	\$ 7.4	\$ 3.4	45.9%	\$ 4.0	\$ (0.8)	-20.0%	\$ 4.8
Total Agency Income		\$ 32.1	\$ 3.0	9.3%	\$ 29.1	\$ 2.6	8.9%	\$ 26.5
Total Restricted Revenue - DOT		\$ 259.0	\$ 18.7	7.2%	\$ 240.3	\$ (2.8)	-1.2%	\$ 243.1
Total Restricted Revenue - Other Agencies		\$ 7.7	\$ 2.1	27.3%	\$ 5.6	\$ 0.2	3.6%	\$ 5.4
Sub-Total All Revenue		\$ 523.8	\$ (5.5)	-1.1%	\$ 529.3	\$ (4.3)	-0.8%	\$ 533.6
Funding from Bond Proceeds		\$ 46.2	\$ -		\$ 42.9	\$ -		\$ 31.6
Total All Revenue - Highway Fund		\$ 570.0	\$ (2.2)	-0.4%	\$ 572.2	\$ 7.0	1.2%	\$ 565.2

Source: Revenue Source Summary of Unrestricted and Restricted Revenues reports

* These revenue amounts represent non-recurring revenue.

NOTES

- (1) Decreased due to reallocation of Sale of Service cross-bills from Unrestricted to Restricted Revenue
- (2) Decreased due to reallocation of Overhead cross-bills from Unrestricted to Restricted Revenue
- (3) Decreased due to reallocation of Federal Fund Overhead from Unrestricted to Restricted Revenue
- (4) Change in amortization schedule based on budgeted payoff schedule
- (5) The Municipal portion of Federal Aid was broken out from Consolidated Federal Aid to better reflect the dollars spent on Municipal projects (see #13).
- (6) These are a reallocation from Unrestricted Revenue to properly post to Restricted Revenue
- (7) Decreased due to the PSU Weather Initiative
- (8) Reduction to zero from prior year as the ARRA program is fully expended
- (9) Increase in the Garvee Bond payment (reimbursement using Federal Funds)
- (10) The Class 025 intra-transfers for fuel between Bureau's was eliminated, and budgeted directly in Mechanical Services (see #10)
- (11) The Municipal portion of Federal Aid was broken out from Consolidated Federal Aid to better reflect the dollars spent on Municipal projects (see #5)
- (12) This varies from year to year depending on emergency and amount reimbursed
- (13) The Class 025 intra-transfers for fuel between Bureau's was eliminated, and budgeted directly in Mechanical Services (see #10)

Consolidated Financial Summary

CONSOLIDATED FINANCIAL SUMMARY

All Funds Expenditures by Class

FY 2015 Adjusted Authorized Budget, FY 2014 Actual (\$ millions)

Class	Description	FY 2015 Adj Budget		FY 2014 Actual			Total All Funds	
		\$	%	General 010	Highway 015	Turnpike 017	Capital 030	\$
Public Sector Transportation Expenditures								
Personal Services and Benefits								
010-015 Personal Services-Permanent Classified	\$ 74.1		\$ 0.7	\$ 58.9	\$ 6.5			\$ 66.1
017 FT Employees Special Payments	\$ 0.6			\$ 0.5	\$ 0.1			\$ 0.6
018 Overtime	\$ 8.5			\$ 7.1	\$ 0.7			\$ 7.8
019 Holiday Pay	\$ 0.2			\$ 0.1	\$ 0.1			\$ 0.2
047 Own Forces Maint.-Build.-Grnds	\$ 0.4			\$ 0.4				\$ 0.4
050 Personal Service-Temp/Appointed	\$ 4.8			\$ 1.4	\$ 2.2			\$ 3.6
059 Temp Full Time	\$ 0.1							
060 Benefits	\$ 48.4		\$ 0.4	\$ 37.6	\$ 4.4			\$ 42.4
061 Unemployment Compensation	\$ 0.1							\$ -
062 Workers Compensation	\$ 1.6			\$ 1.1	\$ 0.6			\$ 1.7
064 Ret-Pension Bene-Health Ins	\$ 9.0			\$ 7.7	\$ 0.9			\$ 8.6
070 In-State Travel Reimbursement	\$ 1.1			\$ 0.9				\$ 0.9
Total Personal Services and Benefits DOT	\$ 148.9	24.72%	\$ 1.1	\$ 115.7	\$ 15.5	\$ -	\$ 132.3	20.01%
Transfer Payments - DOT Usage								
025 State Owned Equipment Usage	\$ 6.0			\$ 5.6				\$ -
027 Transfers To DOIT	\$ 1.6			\$ 1.4				\$ 5.6
028 Transfers To General Services	\$ 3.1		\$ 0.1		\$ 2.9			\$ 1.4
035 Shared Services Support	\$ 0.4			\$ 0.3				\$ 0.3
040 Indirect Costs	\$ 2.3			\$ 1.9	\$ 0.3			\$ 2.2
041 Audit Fund Set Aside	\$ 0.1				\$ 0.1			\$ -
403 Audit	\$ 2.8				\$ 2.2			\$ 0.1
404 Intra Indirect Costs								\$ 2.2
Transfer Payments to Agencies- DOT Usage	\$ 16.3	2.71%	\$ 0.1	\$ 9.2	\$ 5.5	\$ -	\$ 14.8	2.24%
Total DOT Internal Expenditure	\$ 165.2	27.42%	\$ 1.2	\$ 124.9	\$ 21.0	\$ -	\$ 147.1	22.25%
Transfer Payments - Agency/Municipal								
Police Details (Safety)				\$ 0.1	\$ 0.1			\$ 0.2
049 Transfer to Other State Agencies	\$ 0.6				\$ 0.2			\$ 0.2
072 Grants-Federal	\$ 47.3		\$ 8.4	\$ 17.2				\$ 25.6
073 Grants-Non Federal	\$ 17.6		\$ 0.5	\$ 6.6				\$ 7.1
405 Lilac Program	\$ 0.1			\$ 0.2				\$ 0.2
406 Environmental Expense								\$ -
407 Trans To Bd Of Tax & Land Appeals	\$ 0.1			\$ 0.1				\$ 0.1
409 Trans To Dept Of Justice	\$ 0.8			\$ 0.8				\$ 0.8
411 Trans To DES Dam Bureau	\$ 0.1			\$ 0.1				\$ 0.1
414 Block Grant Apportionment A	\$ 29.6			\$ 29.8				\$ 29.8
416 Trans to DRED (Welcome Ctrs & Rest Areas)	\$ 2.9			\$ 1.3	\$ 1.2			\$ 2.5
Total Transfer Payments - Agency/Municipal	\$ 99.1	16.45%	\$ 8.9	\$ 56.2	\$ 1.5	\$ -	\$ 66.6	10.07%
Total DOT Public Sector Exp & Transfer	\$ 264.3	43.87%	\$ 10.1	\$ 181.1	\$ 22.5	\$ -	\$ 213.7	32.32%
Private Sector Transportation Expenditures								
Contractual Services								
022 Rents-Leases Other Than State	\$ 14.4			\$ 12.3	\$ 0.9			\$ 13.2
023 Heat- Electricity - Water	\$ 3.6			\$ 2.3	\$ 1.2			\$ 3.5
024 Maint. Other Than Build - Grnds	\$ 3.2			\$ 0.4	\$ 1.0			\$ 1.4
026 Organizational Dues	\$ 0.3			\$ 0.1	\$ 0.1			\$ 0.2
039 Telecommunications	\$ 0.7			\$ 0.5	\$ 0.1			\$ 0.6
046 Consultants	\$ 17.2			\$ 18.1	\$ 4.9			\$ 23.0
048 Contractual Maint.-Build-Grnds	\$ 1.1		\$ 0.1	\$ 0.4	\$ 0.1			\$ 0.6
066 Employee Training	\$ 0.3			\$ 0.2				\$ 0.2
067 Training of Providers	\$ 0.1							\$ -
068 Remuneration								\$ -
069 Promotional - Marketing Expenses	\$ 0.1			\$ 0.1				\$ 0.1
080 Out-Of State Travel	\$ 0.1							\$ -
081 Out-Of State Travel - Federal Reimb.								\$ -
102 Contracts for Program Services	\$ 7.2				\$ 5.8			\$ 5.8
103 Contracts for Operating Services	\$ 1.8			\$ 0.2	\$ 0.1			\$ 0.3
204 Settlement Payment RSA 99-D2								\$ -
255 Cost of Issuing Bonds	\$ 0.8				\$ 0.1			\$ 0.1
Total Contractual Services	\$ 50.9	8.45%	\$ 0.1	\$ 34.6	\$ 14.3	\$ -	\$ 49.0	7.41%
Supplies and Materials								
020 Current Expenses	\$ 51.7			\$ 52.3	\$ 4.2			\$ 56.5
057 Books, Periodicals, Subscriptions	\$ 0.1							\$ -
Total Supplies and Materials	\$ 51.8	8.60%	\$ -	\$ 52.3	\$ 4.2	\$ -	\$ 56.5	8.55%
Equipment								
030 Equipment New/Replacement	\$ 5.0			\$ 5.1	\$ 5.4			\$ 10.5
037 Technology - Hardware	\$ 0.3			\$ 0.3				\$ 0.3
038 Technology - Software	\$ 0.6			\$ 0.3	\$ 0.1			\$ 0.4
Total Equipment	\$ 5.9	0.98%	\$ -	\$ 5.7	\$ 5.5	\$ -	\$ 11.2	1.69%
Capital Projects								
034 Capital Projects Bonded (HB 25)								\$ 15.0
415 Railroad Loans								\$ 1.1
Total Capital Projects	\$ -	0.00%	\$ -	\$ -	\$ -	\$ -	\$ 16.1	\$ 16.1
Land and Property Improvements								
033 Land Acquisition and Easement	\$ 0.1							\$ -
400 Construction Repair Materials	\$ 129.9		\$ 0.4	\$ 163.4	\$ 52.5			\$ 216.3
401 Land - Interest	\$ 9.4			\$ 12.3	\$ 0.5			\$ 12.8
Total Land and Property Improvements	\$ 139.4	23.14%	\$ 0.4	\$ 175.7	\$ 53.0	\$ -	\$ 229.1	34.65%
Debt Service								
044 Debt Service Other Agencies	\$ 90.1		\$ 0.3	\$ 31.4	\$ 53.9			\$ 85.6
Total Debt Service	\$ 90.1	14.96%	\$ 0.3	\$ 31.4	\$ 53.9	\$ -	\$ 85.6	12.95%
Total Expenditures with Private Sector	\$ 338.1	56.13%	\$ 0.8	\$ 299.7	\$ 130.9	\$ 16.1	\$ 447.5	67.68%
Total Expenditures - DOT	\$ 602.4	100.00%	\$ 10.9	\$ 480.8	\$ 153.4	\$ 16.1	\$ 661.2	100.00%
Appropriations to Safety & Other Agencies *	\$ 87.8			\$ 83.6	\$ 6.6			\$ 90.2
Total Expenditures	\$ 690.2		\$ 10.9	\$ 564.4	\$ 160.0	\$ 16.1	\$ 751.4	

Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

Consolidated Financial Summary

CONSOLIDATED FINANCIAL SUMMARY

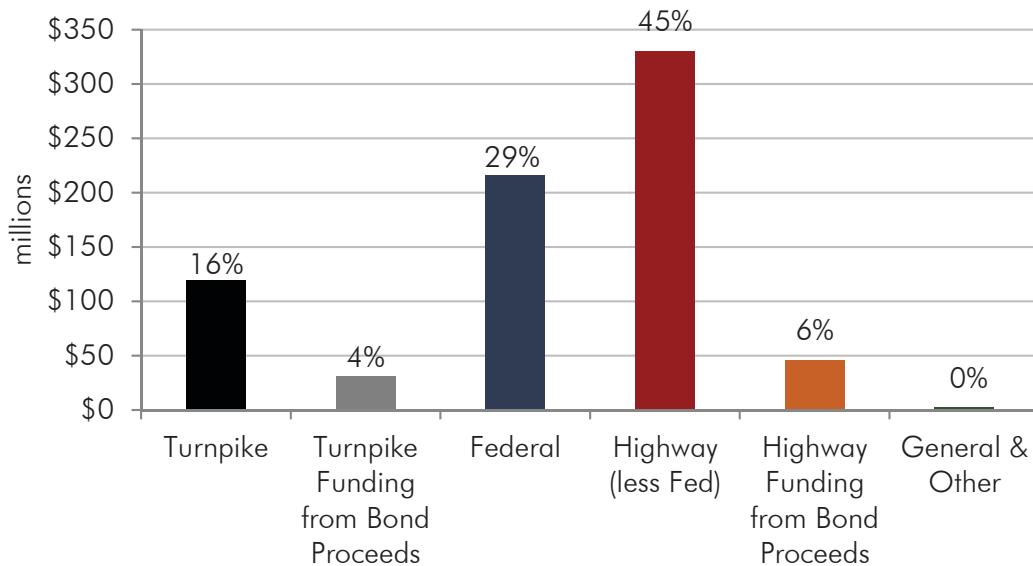
Highway Fund Expenditures by Class*

FY 2015 Adjusted Authorized Budgeted, FY 2014 through FY 2012 Actuals (\$ millions)

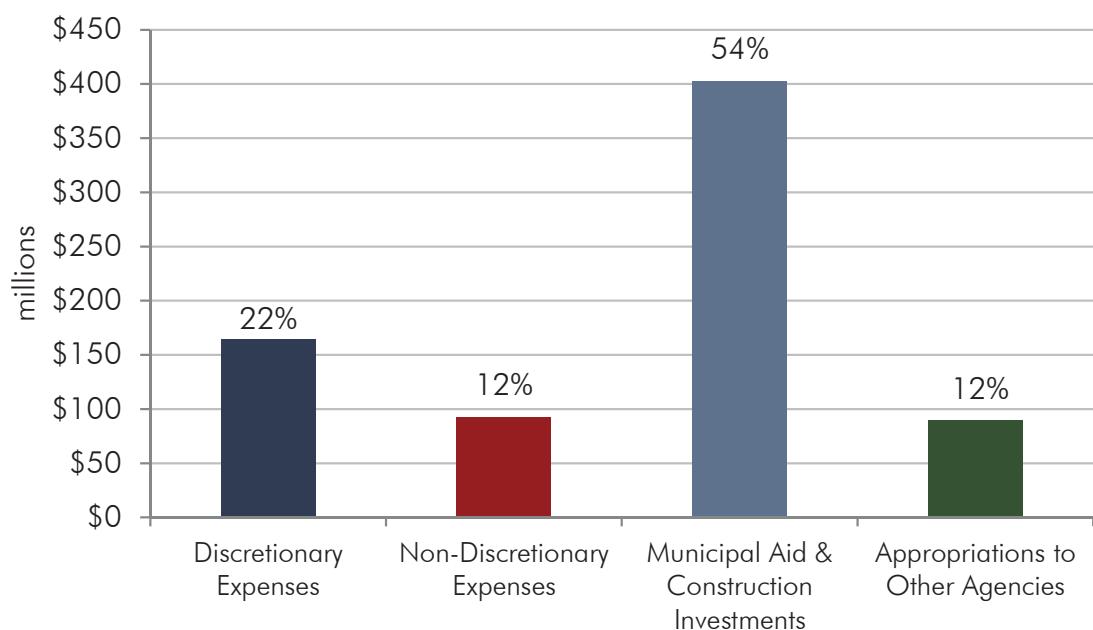
Class	Description	Unaudited - Budgetary		FY 2015 Adj.		% of Budget		FY 2014		% of Actual		FY 2013		% of Total		FY 2012		% of Actual	
		Budget	Total	Actual	Total	Actual	Total	Actual	Total	Actual	Total	Actual	Total	Actual	Total	Actual	Total		
Public Sector Transportation Expenditures																			
010-015	Personal Services-Perm. Classi	\$ 65.2		\$ 58.9		\$ 58.6		\$ 61.2		\$ 0.5		\$ 0.5		\$ 0.5		\$ 0.5		\$ 0.5	
017	FT Employees Special Payments	\$ 0.6		\$ 0.4		\$ 0.5		\$ 0.5		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
018	Overtime	\$ 7.6		\$ 7.1		\$ 6.9		\$ 5.9		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
019	Holiday Pay	\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
047	Own Forces Maint.-Build.-Grnds	\$ 0.3		\$ 0.4		\$ 0.2		\$ 0.2		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
050	Personal Service-Temp/Appointe	\$ 2.2		\$ 1.4		\$ 1.4		\$ 1.9		\$ 0.9		\$ 0.8		\$ 0.9		\$ 0.9		\$ 0.9	
059	Temp Full Time	\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
060	Benefits	\$ 42.3		\$ 37.6		\$ 35.8		\$ 33.6		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
061	Unemployment Compensation	\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
062	Workers Compensation	\$ 1.2		\$ 1.1		\$ 1.3		\$ 1.4		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
064	Ret-Pension Bene-Health Ins	\$ 7.9		\$ 7.7		\$ 7.7		\$ 7.9		\$ 0.9		\$ 0.8		\$ 0.9		\$ 0.9		\$ 0.9	
070	In-State Travel Reimbursement	\$ 1.1		\$ 0.9		\$ 0.8		\$ 0.9		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
Total Personal Services and Benefits DOT		\$ 128.7	27.37%	\$ 115.6	24.04%	\$ 113.4	23.73%	\$ 113.7	23.85%										
Transfer Payments - DOT Usage																			
025	State Owned Equipment Usage							\$ 14.1		\$ 14.1		\$ 14.1		\$ 14.1		\$ 14.1		\$ 14.1	
027	Transfers To DOIT	\$ 6.0		\$ 5.6		\$ 4.7		\$ 4.8		\$ 1.3		\$ 1.3		\$ 1.3		\$ 1.3		\$ 1.3	
028	Transfers To General Services	\$ 1.6		\$ 1.4		\$ 1.3		\$ 1.3		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
035	Shared Services Support	\$ 0.4		\$ 0.3		\$ 0.3		\$ 0.3		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
040	Indirect Costs	\$ 2.0		\$ 1.9		\$ 1.1		\$ 1.4		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
403	Audit Fund Set Aside																		
Total Payments to Agencies- DOT Usage		\$ 10.0	2.13%	\$ 9.2	1.91%	\$ 21.3	4.46%	\$ 21.6	4.53%										
Total DOT Internal Expenditure		\$ 138.7	29.50%	\$ 124.8	25.96%	\$ 134.7	28.19%	\$ 135.3	28.38%										
Transfer Payments - Agency/Municipal																			
049	Police Details (Safety)			\$ 0.1															
072	Transfers to Other State Agencies	\$ 0.5		\$ 0.1															
073	Grants-Federal	\$ 31.9		\$ 17.2		\$ 3.5		\$ 2.8		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
405	Grants-Non Federal	\$ 17.2		\$ 6.6		\$ 6.6		\$ 6.6		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
406	Lilac Program	\$ 0.1		\$ 0.2		\$ 0.2		\$ 0.2		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
407	Environmental Expense	\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
409	Trans To Bd Of Tax & Land Appl	\$ 0.8		\$ 0.8		\$ 0.9		\$ 0.9		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
411	Trans To Dept Of Justice	\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
414	Trans To DES Dam Bureau	\$ 29.6		\$ 29.8		\$ 29.5		\$ 34.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
416	Trans to DRED (Welcome Ctrs & Rest Areas)	\$ 1.5		\$ 1.3		\$ 1.3		\$ 1.3		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
Total Transfer Payments - Agency/Municipal		\$ 81.8	17.40%	\$ 56.2	11.69%	\$ 40.7	8.52%	\$ 40.9	8.58%										
Total DOT Public Sector Exp & Transfer		\$ 220.5	46.89%	\$ 181.0	37.65%	\$ 175.4	36.71%	\$ 176.2	36.96%										
Private Sector Transportation Expenditures																			
Contractual Services																			
022	Rents-Leases Other Than State	\$ 13.3		\$ 12.3		\$ 10.6		\$ 10.5		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
023	Heat- Electricity - Water	\$ 2.2		\$ 2.3		\$ 1.9		\$ 2.0		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
024	Maint.Other Than Build.- Grnds	\$ 1.0		\$ 0.5		\$ 0.5		\$ 0.5		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
026	Organizational Dues	\$ 0.2		\$ 0.1		\$ 0.2		\$ 0.2		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
039	Telecommunications	\$ 0.6		\$ 0.5		\$ 3.8		\$ 1.5		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
046	Consultants	\$ 16.4		\$ 18.1		\$ 15.8		\$ 13.2		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
048	Contractual Maint.-Build.-Grnds	\$ 0.5		\$ 0.4		\$ 0.3		\$ 0.3		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
066	Employee Training	\$ 0.3		\$ 0.2		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
068	Remuneration	\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
069	Promotional - Marketing Expenses	\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
080	Out-Of State Travel	\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
081	Out-Of State Travel - Federal Reimb.																		
102	Contracts for Program Services																		
103	Contracts for Operating Services																		
204	Settlement Payment RSA 99-D2																		
255	Cost of Issuing Bonds																		
Total Contractual Services		\$ 35.9	7.64%	\$ 34.7	7.22%	\$ 33.3	6.97%	\$ 28.9	6.06%										
Supplies and Materials																			
020	Current Expenses	\$ 47.1		\$ 52.3		\$ 43.8		\$ 41.7		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
057	Books, Periodicals, Subscriptions																		
Total Supplies and Materials		\$ 47.1	10.02%	\$ 52.3	10.88%	\$ 43.8	9.17%	\$ 41.7	8.75%										
Equipment																			
030	Equipment New/Replacement	\$ 3.9		\$ 5.1		\$ 4.0		\$ 5.9		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
037	Technology - Hardware	\$ 0.3		\$ 0.3		\$ 0.3		\$ 0.3		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
038	Technology - Software	\$ 0.5		\$ 0.3		\$ 0.3		\$ 0.3		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
Total Equipment		\$ 4.7	1.00%	\$ 5.7	1.19%	\$ 4.0	0.84%	\$ 5.9	1.24%										
Land and Property Improvements																			
033	Land Acquisition and Easement	\$ 0.1		\$ 121.5		\$ 163.4		\$ 196.5		\$ 201.9		\$ 201.9		\$ 201.9		\$ 201.9		\$ 201.9	
400	Construction Repair Materials	\$ 9.5		\$ 12.4		\$ 5.5		\$ 6.6		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1	
401	Land - Interest																		
Total Land and Property Improvements		\$ 131.1	27.88%	\$ 175.8	36.56%	\$ 202.0	42.28%	\$ 208.5	43.74%										
Debt Service																			
044	Debt Service Other Agencies	\$ 30.9		\$ 31.3		\$ 19.3		\$ 15.5		\$ 0.1		\$ 0.1		\$ 0.1		\$ 0.1			

Consolidated Financial Summary

All Funds Revenue - \$744 (millions)

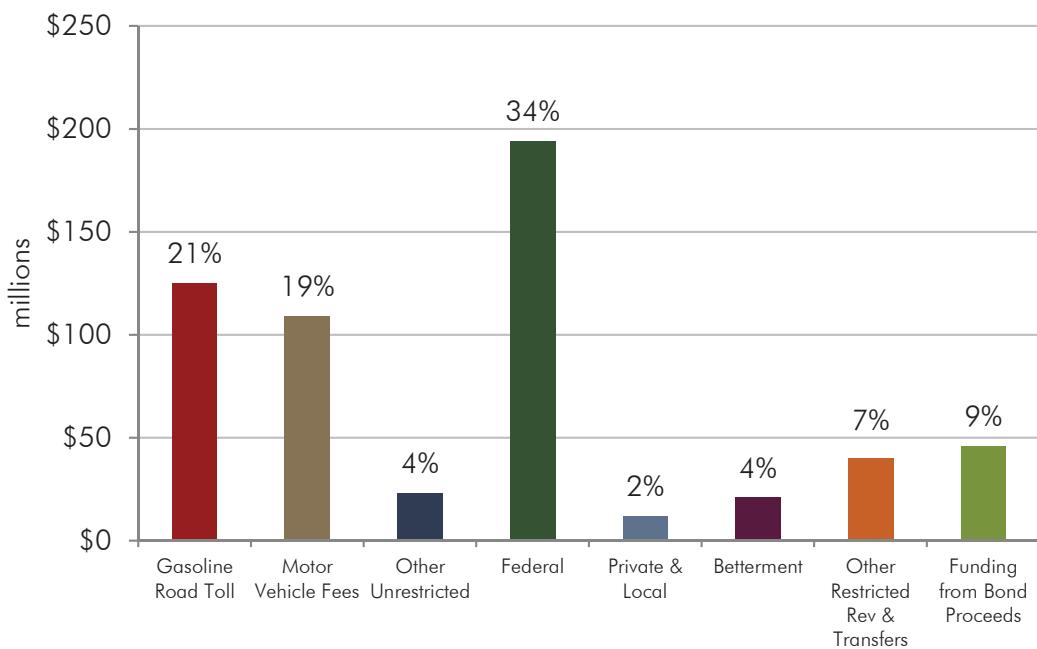


All Funds Expenses - \$751 (millions)

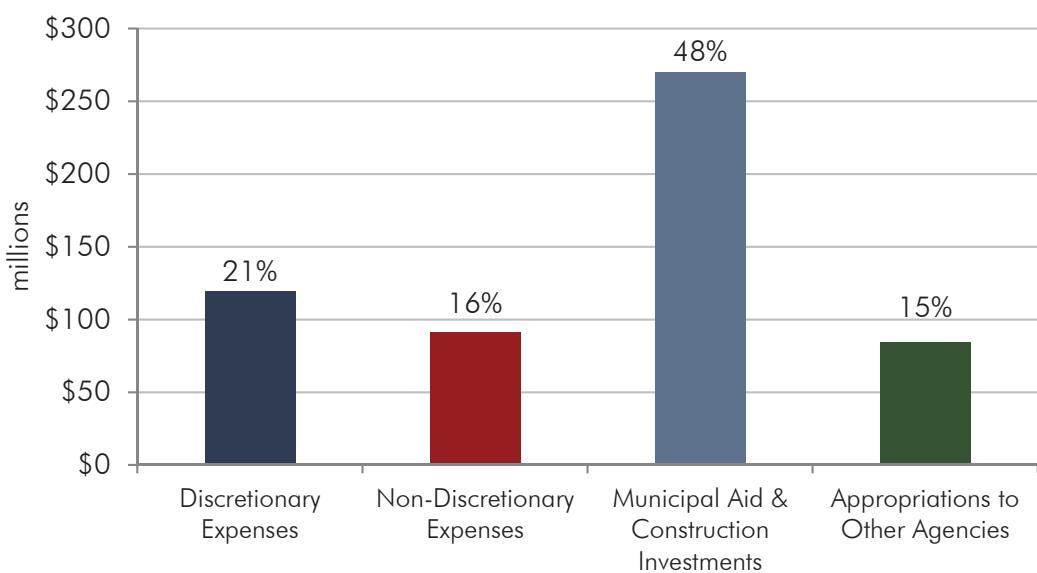


Consolidated Financial Summary

Highway Funds Revenue - \$570 (millions)



Highway Funds Expenditures - \$564 (millions)



Mission:

Transportation excellence enhancing the quality of life in New Hampshire.

Purpose:

Transportation excellence in New Hampshire is fundamental to the state's sustainable economic development and land use, enhancing the environment, and preserving the unique character and quality of life. The Department will provide safe and secure mobility and travel options for all of the state's residents, visitors, and goods movement, through a transportation system and services that are well maintained, efficient, reliable, and provide seamless interstate and intrastate connectivity.

Vision:

Transportation in New Hampshire is provided by an accessible, multimodal system connecting rural and urban communities. Expanded transit and rail services, and a well-maintained highway network and airport system provide mobility that promotes smart growth and sustainable economic development, while reducing transportation impacts on New Hampshire's environmental, cultural, and social resources. Safe bikeways and sidewalks bring together neighborhoods parks, schools, and downtowns. Creative and stable revenue streams fund an organization that uses its diverse human and financial resources efficiently and effectively.

Maggie Hassan, Governor

Executive Councilors:

Joseph D. Kenney - District 1

Colin Van Ostern - District 2

Christopher T. Sununu - District 3

Christopher C. Pappas - District 4

Debora B. Pignatelli - District 5

Christopher D. Clement, Sr., Commissioner

New Hampshire Department of Transportation

7 Hazen Drive

Concord, New Hampshire 03302-0483

www.nhdot.com

